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A FEW MOMENTS BEFORE THE BOMB WAS THROWN: LORD HARDINGE OF PENSHURST, THE VICEROY OF INDIA, AND LADY HARDINGE, ON THEIR STATE ELEPHANT, JUST BEFORE REACHING THE CHANDNI CHAUK, THE SCENE OF THE OUTRAGE.

As we note under other illustrations dealing with the attempted assassination of the Viceroy of India on the occasion of his State Entry into Delhi on December 23, a bomb was thrown from a building in the Chandni Chauk, burst in the howdah in which his Excellency was sitting with Lady Hardinge, wounded the Viceroy, killed an attendant immediately behind him, and maimed another. It is interesting to

remark, by the way, that it is reported that there is afoot amongst citizens of Delhi a scheme to buy the building from which the bomb was thrown, and to set up in its place a gate connecting the Chandni Chauk with Queen's Gardens, and to convert the narrow road into a broad thoroughfare. This would not only be an improvement, but would remove a visible reminder of a regrettable incident.

AFTER A PHOTOGRAPH BY ILLUSTRATIONS BUREAU.

FROM THE WORLD'S SCRAP-BOOK.



FARMING WITH DYNAMITE: DRILLING A HOLE FOR A CHARGE.



THE DYNAMITE CARTRIDGE AS AN AGRICULTURAL IMPLEMENT: AN EXPLOSION WHICH REMOVED SEVERAL TREE-STUMPS.

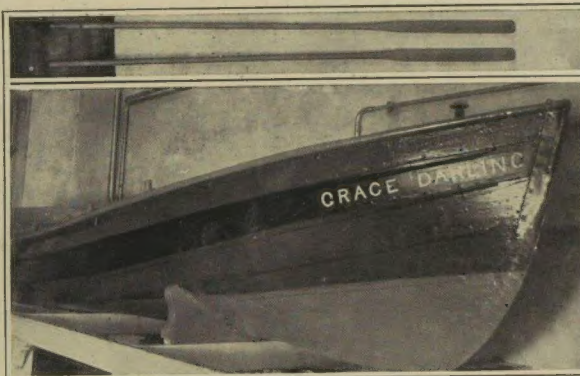


DYNAMITE AS "SPADE": MAKING A HOLE FOR PLANTING TREES.

The value of the dynamite-cartridge to the farmer has been proved by the effectual manner in which it will clear land of tree-stumps, and by the way in which it will "dig" holes. The jumper-drill makes a hole several feet deep.



NEARER THE CLOUDS THAN ANY OTHER SKY-SCRAPER: THE 55-STORY 15,000,000 DOLLAR WOOLWORTH BUILDING, NEW YORK.



PRESENTED TO THE DOVE MARINE LABORATORY AT CULLERCOATS: THE COBLE OF THE FAMOUS RESCUE BY GRACE DARLING AND HER FATHER, WILLIAM TOGETHER WITH A PAIR OF HER OARS.

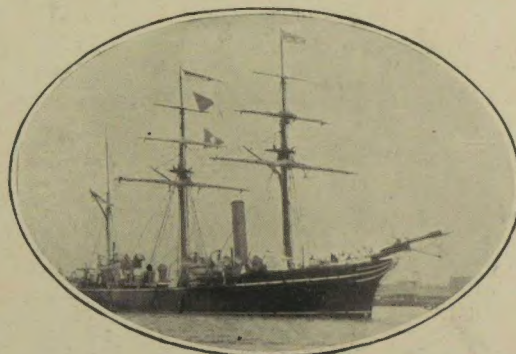


HOW NEW YORK, THE CHIEF CITY OF SKY-SCRAPERS, IS ADDING TO HER GREAT BUILDINGS: THE NEW CITY INVESTMENT OFFICES.

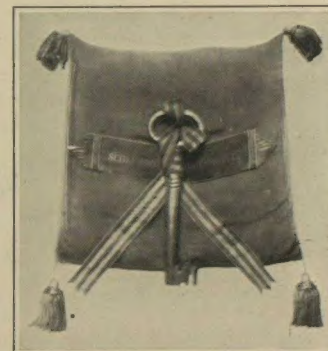
The coble in which Grace Darling and William Darling rescued eight men and a woman in peril by the wreck of the steamer "Forfarshire" on the Harcar Rocks, Farne Islands, off Northumberland, on September 7, 1838, has been presented to the Dove Marine Laboratory, Cullercoats. For years it was in the possession of Mrs. Joicey, at Newton Hall, Stocksfield.



THE ELECTION OF THE FRENCH PRESIDENT AT VERSAILLES: A VOTING-URN.



SENT TO SEA IN AN UNFIT STATE WHILE IN COMMISSION ON THE AUSTRALIAN STATION: H.M.S. "TORCH."



OF INTEREST TO TURKS AND BULGARIANS: "THE KEY OF ADRIANOPLE," IN BERLIN.

Replying to a question recently as to the condition in which the "Torch" was sent to sea while on the Australian Station, Mr. Winston Churchill said that it appeared that the ship had been sent to sea in an unfit condition, and that the Dockyard officer responsible would be censured.—That key to Adrianople, which is in the Berlin Arsenal, was a present from the Emperor of Russia to King Friedrich Wilhelm III. of Prussia after the conquest of Adrianople in 1878, and was given as a mark of appreciation of the part played in the campaign by Prussian officers. The key is 35 centimetres (about 13 inches) long.



MOURNING AT THE WITHDRAWAL OF THE LAST HORSE-OMNIBUS FROM THE STREETS OF PARIS: THE VEHICLE READY FOR THE MOCK FUNERAL PROCESSION.

The last journey of the last horse-drawn 'bus in Paris was made the occasion of a sort of mock funeral ceremony. The 'bus was followed across Paris by all kinds of other vehicles covered with wreaths, flowers, banners, and devices. Immediately behind it was a double motor-phæton draped with black and silver.—On January 11 Frederick Hitch, V.C., a hero of Rorke's Drift, and latterly a London taxi-driver, was buried at Chiswick with military honours. His taxi, laden with wreaths, was drawn in procession by taxi-drivers. A portrait of him appears on our "Personal" page.



THE MILITARY FUNERAL OF A TAXI-DRIVER V.C.: FREDERICK HITCH'S TAXI, COVERED WITH WREATHS, ABOUT TO BE DRAWN BY TWENTY-FOUR TAXI-DRIVERS.



BY G. K. CHESTERTON.

THE broad and obvious objection to the Party System, as run to-day, is rarely stated and still more rarely heard. The reason is simple enough. A man independent enough to criticise both the powerful Parties that divide our Government is likely to be individual in other matters also, and so may tread on the toes of good Party men even in things they really hold as good men, and not as Party men at all. The real evil, which, I think, could be seen by any good man (even if he tried to reconcile being a good man with being a good Party man, a task of increasing difficulty) might be sketched somewhat thus. Suppose the world were divided into two great religious or moral systems, called the Diurnalists and the Nocturnalists. And suppose it had come to be thought necessary that the whole congregation of the first kind should defend or excuse anything that happened by day; while the whole of the second congregation were similarly expected to defend or excuse anything that happened by night. On the Nocturnalists' side, there would be perpetual palliation of all nocturnal criminality. Every midnight murder would be a manslaughter. Every midnight burglary would be a mere trespass. Public education would be falsified in favour of the night school; all domestic education in favour of the night nursery. Astronomy would be turned upside down to prove that the sun was not larger than the planets that are seen on a clear night. Biology would be turned upside down to prove that the owl was swifter than the swallow, taller than the ostrich, more gorgeous than the peacock, and prouder than the eagle. Attempts would be made to admire the lowest, the most dangerous, or the most grotesque beings that work by night; as the bat, the wolf, the policeman, or, worse still, the journalist. A man doing any deed at any moral extreme, a man poisoning his mother, a man giving his life for his enemy, would be judged by whether he had done it just before or just after daybreak. All this would be held with the high rigidity of a religion, a deep and solemn worship of the sun and the moon. The Nocturnalists would say: "Do you dare to suggest that such horrors as you describe could have been done in the presence of the white and virgin Moon? A thousand times, No; great is Diana of the Ephesians!" The Diurnalists would say: "Do you blasphemously pretend that these alleged abuses have resisted the light of the all-conquering and all-healing Sun? Glorious Apollo, from on high behold us!"

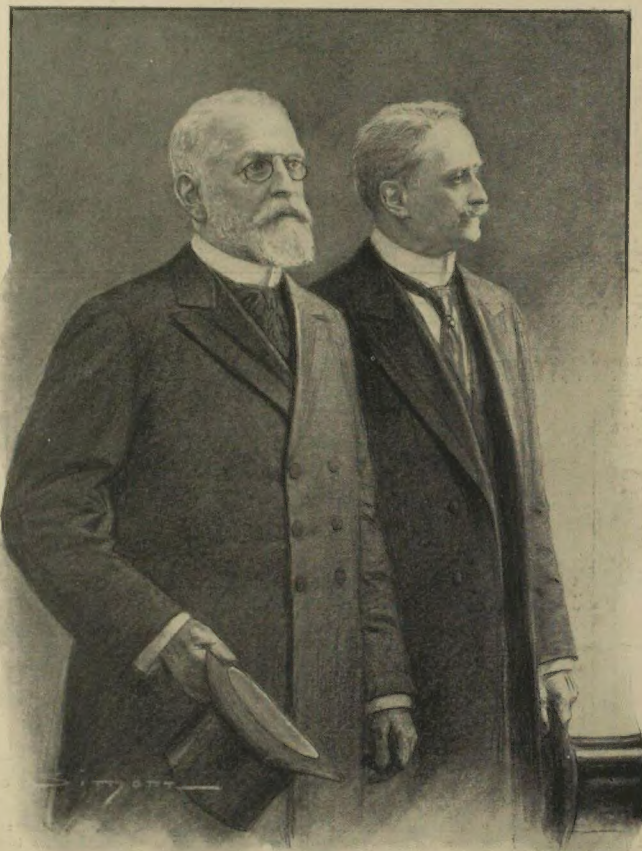
It would be funny to be ruled like that; in fact, it is funny to be ruled like that. For that, in its two most important logical elements, is exactly how we are ruled. The two essential elements are these. In the first place, be it noted, the two systems divide between them *all* the time that exists. It is always either day or night; and our Government is always either a Liberal Government to be excused by all Liberals, or a Conservative Government to be excused by all Conservatives. There is no interregnum in which the blunders of both can be thoroughly overhauled and heartily hammered. The second essential is this: that the protection of this Party enthusiasm has been extended to cover quite ordinary evils, evils that might occur under any Government; just as I have imagined the fanatics of Phœbus Apollo defending anything done by daylight. We have had an increasing number of rumours, scandals, and com-

plaints ever since about the time of the South African War; but an enormous number of them were concerned with things politically colourless—with permanent officials, with details of expenditure, with contractors who would have bargained indifferently with either party, with things that have no conceivable connection with the ideals of the two Parties, even if those ideals are genuine. I wish to insist here that all this is utterly different from the old charge against political factions; it is utterly distinct from anything, however wrong, that any Party leader does to make his policy prevail. You may believe that the Unionist supporters of Piggott were reckless to

I am not speaking of such things; I am speaking of the ordinary crop of corruptions and blunders which human nature will always produce in a certain quantity in a certain course of time. A Conservative politician is accused of having abused his public position touching the public purchase of his own land. A Radical politician is accused of having abused his political information touching the purchase of certain shares. Now, to discuss the truth of this or that charge of the kind would hinder and not help my particular argument here. My point just now is that, innocent or guilty, the man has no claim to any Party support in such a matter. If he is slandered, all honest men should avenge him; if he is justly accused, all honest men should punish him. But there is nothing Tory about selling land at an unfair profit; if a Tory squire sells it at all, he is not acting as a good squire or a bad squire. There is nothing Radical, nothing even wrongly Radical, about using political knowledge for financial purposes. It is not the virtues of the democrat that restrain a man from such wrong-doing; it is not the vices of the demagogue that urge him to it. The politicians are always talking about things that are "above Party." These things, if they ever happen, are things that are below Party. They are things of which any man with any opinions may be falsely accused. They are things of which any man with any opinions may be really guilty. So that the habit of covering them instantly with the emblazoned shield of one of the great Parties is, as I have said, practically to pardon all the ordinary human crimes and errors that happen to be committed during an arbitrary time. It is really pardoning half the criminals because they did their deeds by day, and the other half by night.

The highly astounding result is this: that Government (and especially representative Government) now actually exists to protect those very abuses which Government (and especially representative Government) was actually created to prevent. The plain, natural history of all political institutions is that you want a policeman to keep his eye on the traffic; but you also want somebody to keep his eye on the policeman. Parliaments, petitions, elections, juries, all the things that were ever rightly or wrongly called free institutions, all rest on the idea that we cannot put our trust in princes, because we cannot put it (without some balance of dispute and examination) in any child of man. But the Party System, as it is by this time, is quite the most cunning instrument for preventing such criticism ever devised by human ingenuity. It silences a criticism, it stops all self-purging, it turns back all repentance, and freezes all hopeful anger, far more than the most brutal methods of the oldest tyrannies. The despot did dismiss a servant for cheating. The aristocrats did break a fellow-aristocrat for treason or cowardice. Common human annoyance could be

counted on to kick common human nuisances. Our method is much subtler. We set up one man and call him Liberty; we set up another man and call him Loyalty. If the first man becomes a tyrant, all who love Liberty must help him to tyrannise. If the second man betrays his country, all who love Loyalty must help him to betray his country. All other systems have left reform doubtful; this is the only system that has nearly succeeded in making it impossible.



PROMINENT FIGURES IN THE ELECTION FOR THE PRESIDENCY OF THE FRENCH REPUBLIC. THE PRESIDENTS OF THE SENATE AND THE CHAMBER OF DEPUTIES—M. ANTONIN DUBOST (LEFT) AND M. PAUL DESCHANEL.

M. Antonin Dubost, President of the French Senate, was born in 1844, and as a young man was a Republican journalist at Marseilles. In 1870 he became Secretary-General of the Prefecture of Police in Paris. During the siege he left the city in a balloon, and took part in organising the defences of the Department of Orne, of which he was made Prefect. He entered the Chamber of Deputies in 1880. In 1893 he was Minister of Justice, and four years later was elected to the Senate. In 1906 he succeeded M. Fallières as its President. M. Deschanel was born in 1856 at Brussels. In 1876 he became a secretary in the Ministry of the Interior, and in 1885 he was elected as Deputy for Eure-et-Loir. From 1895 to 1912 he presided over the Foreign and Colonial Affairs Committee. He is a supporter of the Entente Cordiale. From 1898 to 1902 he was President of the Chamber, was again elected last year, and once more on January 14, when his candidature for the Presidency was officially announced. On the same day M. Dubost was re-elected President of the Senate.

DRAWN BY J. SIMONT.

the point of gross unscrupulousness; but you cannot really doubt that, if their trust of Piggott was false, their distrust of Home Rule was genuine. You may think that the Nationalist supporters of Parnell condoned Irish outrages to the point of criminality; but you cannot really doubt that, if their restraining of the Irish was weak, their faith in the Irish was strong. These, if they are evil, are evils done that good may come; a good that can be championed and defined.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.

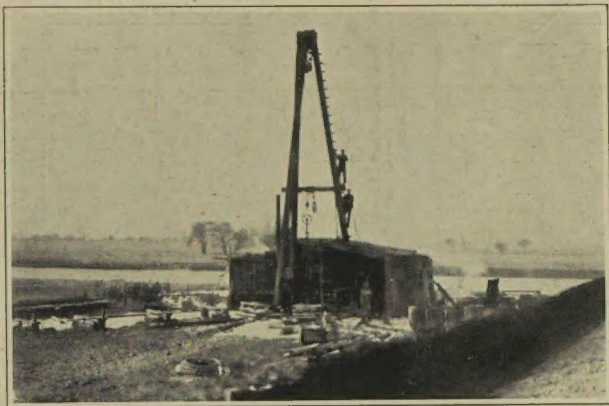


Photo. Howard Barrett.
OIL IN ENGLAND: BORING FOR PETROLEUM ON THE KELHAM ESTATE,
NEAR NEWARK.

The first of these two photographs illustrates the discovery of petroleum by Mr. J. Ford on the Kelham estate, near Newark. Mr. Ford went there to prospect for coal, and, in point of fact, coal measures were reached at 1400 feet. The strata proved to differ so much from those expected that Mr. Ford bored deeper, and eventually, some eighteen months ago, struck a petroliferous stratum. This fact has only just become known. Since August 1911 there has been a constant flow of crude oil from the bore-hole, averaging five to eight gallons a day.—On the morning of Saturday, January 11, the Danish steamer "G. Koch" ran on the Girdlestone, by Girdleness Lighthouse, near Aberdeen, and was wrecked. Seven of the crew of nineteen were drowned during the first attempt to rescue by life-line. The work of rescue was not finished until the Sunday morning.



Photo. Hardie.
LOST, WITH SEVEN LIVES, ON THE GIRDESTONE, NEAR ABERDEEN:
THE DANISH STEAMER "G. KOCH."

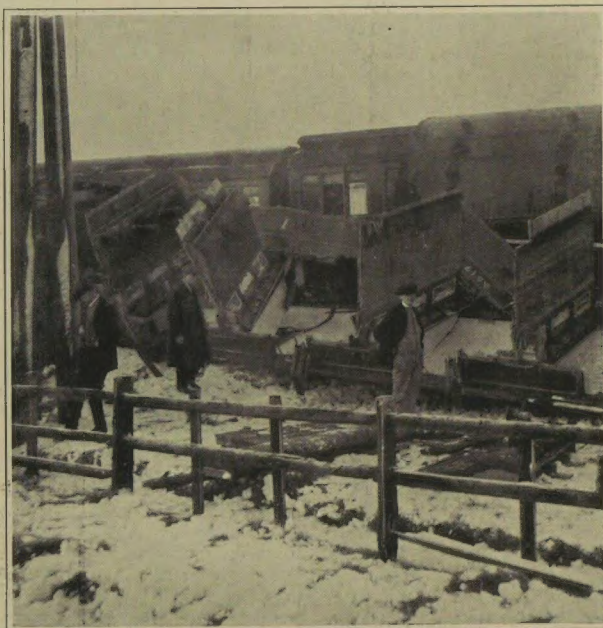


Photo. Typical.
THE RAILWAY ACCIDENT ON THE FOG-BOUND BROMFORD BRIDGE, NEAR
BIRMINGHAM: WRECKED CARRIAGES OF THE LOCAL TRAIN.

On January 13, in foggy weather, a Midland express crashed into a local train on the fog-bound Bromford Bridge, four miles from Birmingham. The precise cause of the disaster is not yet known. Two passengers, Mrs. Minnie Douglas and her seven-year-old daughter, Margaret, were killed at once; Miss Knight, of The Elms, Wisbaw, died in hospital; and some five out of twenty injured people were detained at the General Hospital, Birmingham.—On January 8, its foundations having been undermined by water, a three-storey building in the Via del Tritone, Rome, collapsed at four in the morning. Thirteen bodies were recovered from the debris, including that of a London woman named Buxton. The sister of this woman died in hospital later.



Photo. Illus. Bureau.
THE ROMAN HOUSE COLLAPSE BY WHICH THIRTEEN, INCLUDING TWO ENGLISH WOMEN,
WERE KILLED: THE FALLEN VIA DEL TRITONE BUILDING.

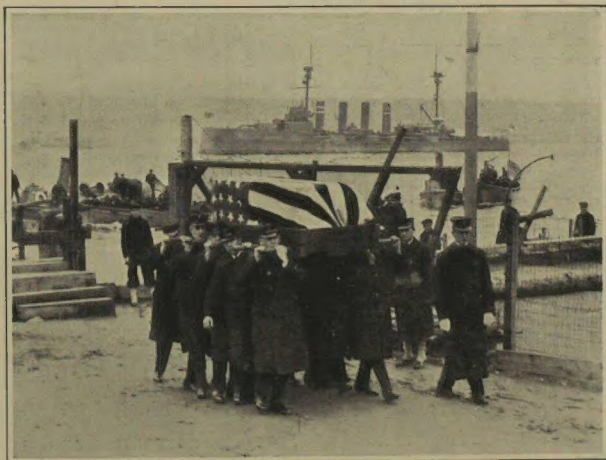


Photo. Illus. Bureau.
H.M.S. "NATAL" ARRIVES AT NEW YORK, WITH THE REMAINS OF THE LATE
AMERICAN AMBASSADOR, BEARING THE BODY OF MR. WHITELAW REID ASHORE.

The "Natal," with the remains of Mr. Whitelaw Reid aboard, reached New York on January 3, escorted by the United States battle-ships "Florida" and "North Dakota" and four destroyers. Two hours and a half afterwards the coffin was brought ashore, placed on a draped gun-carriage, and then borne in solemn procession to the cathedral of St. John the Divine.—The new annexe to the Law Courts was opened on January 13. On behalf of himself and his brother Judge (Mr. Justice Baggallay), the President of the Probate, Divorce, and Admiralty Division (Sir Samuel Evans), welcomed the members of the Bar on the occasion. Mr. Butler Aspinall, K.C., leader of the Admiralty Bar, replied. Work then began.



Photo. C.N.
OPENED FOR WORK ON JANUARY 13, THIRTY YEARS AND TWO DAYS
AFTER THE FIRST JUDGMENT IN THE LAW COURTS: THE NEW ANNEXE.

A MONTH AND A DAY BEFORE THE CHANGE OF RULERS: ELECTING A FRENCH PRESIDENT AT VERSAILLES.

DRAWN BY FRÉDÉRIC DE HAENEN.



1. ARRIVING AT THE PALACE OF VERSAILLES TO ELECT A NEW PRESIDENT: FRENCH SENATORS AND DEPUTIES ABOUT TO SIT AS A NATIONAL ASSEMBLY.
2. THE EARLIEST STAGE OF THE ELECTION: SENATORS AND DEPUTIES IN THE ROOM DEVOTED TO THE DISTRIBUTION OF THE VOTING-PAPERS.

3. THE VOTING IN PROGRESS: SENATORS AND DEPUTIES FILING PAST THE TRIBUNE, EACH HANDING HIS VOTING-PAPER TO A SCRUTATOR, RECEIVING A BALL IN EXCHANGE, AND DROPPING THAT BALL INTO AN URN.

4. DURING THE PRESIDENTIAL ELECTION: IN THE GALERIE DES TOMBEAUX.
5. SEALING THE SINGLE PIECE OF PAPER RECORDING THE RETURNS WITH THE STATE SEAL, BROUGHT FROM PARIS FOR THE OCCASION.

6. ANNOUNCING A NEW RULER FOR FRANCE: NOTIFYING THE ELECTION OF THE PRESIDENT, IN THE SALLE GRISE.
7. HIS FIRST TASTE OF STATE: THE NEW PRESIDENT LEAVING VERSAILLES WITH HIS MILITARY ESCORT.

The election of the French President by the members of the Senate and of the Chamber of Deputies, sitting together as a National Assembly, takes place at the Palace of Versailles. The proceedings are brief; partly, of course, because neither discussions nor speeches are permitted. So soon as the Senators and Deputies are seated—300 of the former and 597 of the latter—the President of the Senate takes the chair, reads the Decree of Convocation, and orders the voting to commence. An initial is drawn by lot, and those whose names commence with this lead the line of voters, who, as they pass the tribune, hand to the scrutators their bulletins, which are in closed envelopes. In return, each receives a small ball. Each bulletin is set aside by the official receiving it; while the voter drops the ball into an urn. At the end of the voting, the scrutators take the urn into another room and begin their work by assuring

themselves that the number of bulletins agrees with the number of balls. The voting-papers are then taken from the envelopes, which are burnt immediately, the secrecy of the vote being absolute. The returns are then recorded on a single sheet of paper and are sealed with the State Seal, which is specially conveyed from Paris for the occasion. The result is then announced. Should the voting not be decisive, another ballot follows, and is carried out with the same formalities. It may be noted further that the French Constitution prescribes that the election shall take place at least one month before the new President is to assume office. M. Fallières' term should expire on February 18; hence the arrangement to hold the National Assembly at Versailles on January 17, one month and one day before the time for the change.



M. PAMS,
French Minister of Agriculture—mentioned as
a possible candidate for the Presidency.

M. MILLERAND,
Who resigned his
post as French
Minister of War owing to
the Paty de Clam affair.—[Photo. Watery.]

ALMOST on the eve of the Presidential election in France, a great sensation was caused by the news that Colonel du Paty de Clam, who was retired from active service in the French Army on the Dreyfus affair, had been rehabilitated, and given a new appointment. The Minister of War, M. Millerand, who was responsible, stated that he had merely redeemed a promise made by his predecessor, M. Messimy; but the causes of his choosing that particularly unfortunate moment to do so remained something of a mystery. An outcry was raised that the whole Dreyfus case had been reopened, and eventually M. Millerand resigned, in order not to injure the chances of his friend and chief, M. Poincaré, in the election for the Presidency. M. Millerand has been succeeded at the War Office by M. Lebrun, Minister for the Colonies, who, in turn, has been replaced by M. René Besnard, Under-Secretary for Finance.

M. Pams, mentioned as the probable Socialist Radical candidate for the French Presidency, is Minister of Agriculture, and held the same post in the Monis and Caillaux Cabinets. He is the maker of the well-known J.O.B. cigarette papers, and is a man of great wealth. His political career dates from 1893, when he was elected as a Deputy. He left the Chamber for the Senate in 1904.

Mr. Patrick Joseph Power, who died in London on Jan. 9, had represented Waterford in the Commons for nearly twenty-eight years. He was first elected in 1884 for the whole county of Waterford, and the year afterwards for the newly formed East Division. From that year he retained the seat till his death.

Mr. S. P. Chamley, as District Commissioner in Southern Nigeria, recently did excellent work in stamping out the human sacrifices and other atrocities of the secret society known as the Long Juju, which had been revived by a native chief. Mr. Chamley nearly lost his life through his courageous action, for an attempt was made by a native cook to poison him.

Captain Arthur Russell Hulbert, who was drowned in Harwich Harbour, after falling from the deck of his ship, H.M.S. *Blonde*, was appointed to the command of that vessel (an unarmoured cruiser) last May. In 1900 he served with the Naval Brigade in China, and was mentioned in despatches. He was promoted Captain in 1908.



THE LATE CAPTAIN A. R. HULBERT, R.N.,
Commander of the First Destroyer Flotilla,
who was drowned at Harwich.



PORTRAITS AND PERSONAL NOTES.



M. LEBRUN,
Formerly
French Colonial
Minister, who has
succeeded M. Millerand
as Minister for War.—[Photo. Gerichet.]



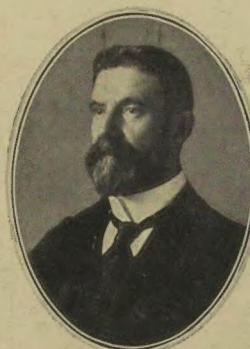
CAPTAIN EINAR MIKKELSEN,
The famous Arctic Explorer, who has lectured
in London on his latest expedition.

the modesty which caused him to talk little about his own exploits.

While flying in a monoplane over the Thames near Dartford on Jan. 13, Mr. L. F. Macdonald and his passenger, Mr. England, a mechanic, fell with the machine into the water and were drowned before those who saw the accident could reach them. Mr. Macdonald, who was twenty-two, was a son of Mr. James Macdonald, of Bristol, and was in the employment of Messrs. Vickers. He took part in the War Office trials of aeroplanes at Salisbury last summer.

Captain Einar Mikkelsen, the famous Arctic explorer, gave a lecture before the Royal Geographical Society on Jan. 13 on his latest journey. He started in 1909 to search for the diaries of Mylius Erichsen and his companions, who perished in the Danish expedition to Greenland. Some records were found. Captain Mikkelsen has only lately returned.

Mr. Deakin, the Leader of the Opposition in the Australian Parliament, who recently retired, has, it is said, been ordered by his doctors to take twelve months' rest from politics. It is thought he will spend this time in travel. He was born at Melbourne in 1856. He has thrice been Premier of the Australian Commonwealth.



THE HON. ALFRED DEAKIN, M.P.,
Who has resigned the Leadership of
the Opposition in the Australian
Parliament.

Herr von Jagow, who has succeeded the late Herr von Kiderlen-Waechter as German Foreign Secretary, has had most of his diplomatic experience at Rome, where he has been Ambassador since 1909. Before that he had spent several years at the same Embassy in subordinate positions, as an Attaché, Second Secretary, and First Secretary successively. He has also served at Munich, Hamburg, and the Hague, and from 1906 to 1907 he was in the political department of the Foreign Office at Berlin. For the year and a-half immediately prior to his appointment as Ambassador to Italy, he was German Minister at Luxemburg. Herr von Jagow, who is in his fiftieth year, comes of an old Prussian family.

Lord Willingdon, who is to succeed Lord Sydenham (formerly Sir George Sydenham Clarke) as Governor of Bombay, was raised to the Peerage three years ago. As Mr. Freeman-Thomas he was a Junior Lord of the Treasury in the Campbell-Bannerman Ministry. In 1911 he became a Lord-in-Waiting.



LORD WILLINGDON,
Who has been appointed Governor of
Bombay.



A NEW FACTOR IN THE EUROPEAN SITUATION: THE RECENTLY
APPOINTED GERMAN FOREIGN SECRETARY, HERR GOTTLIEB
VON JAGOW.



MR. S. P. CHAMLEY,
The District Commissioner who has
suppressed the Juju sacrifices in
Southern Nigeria.

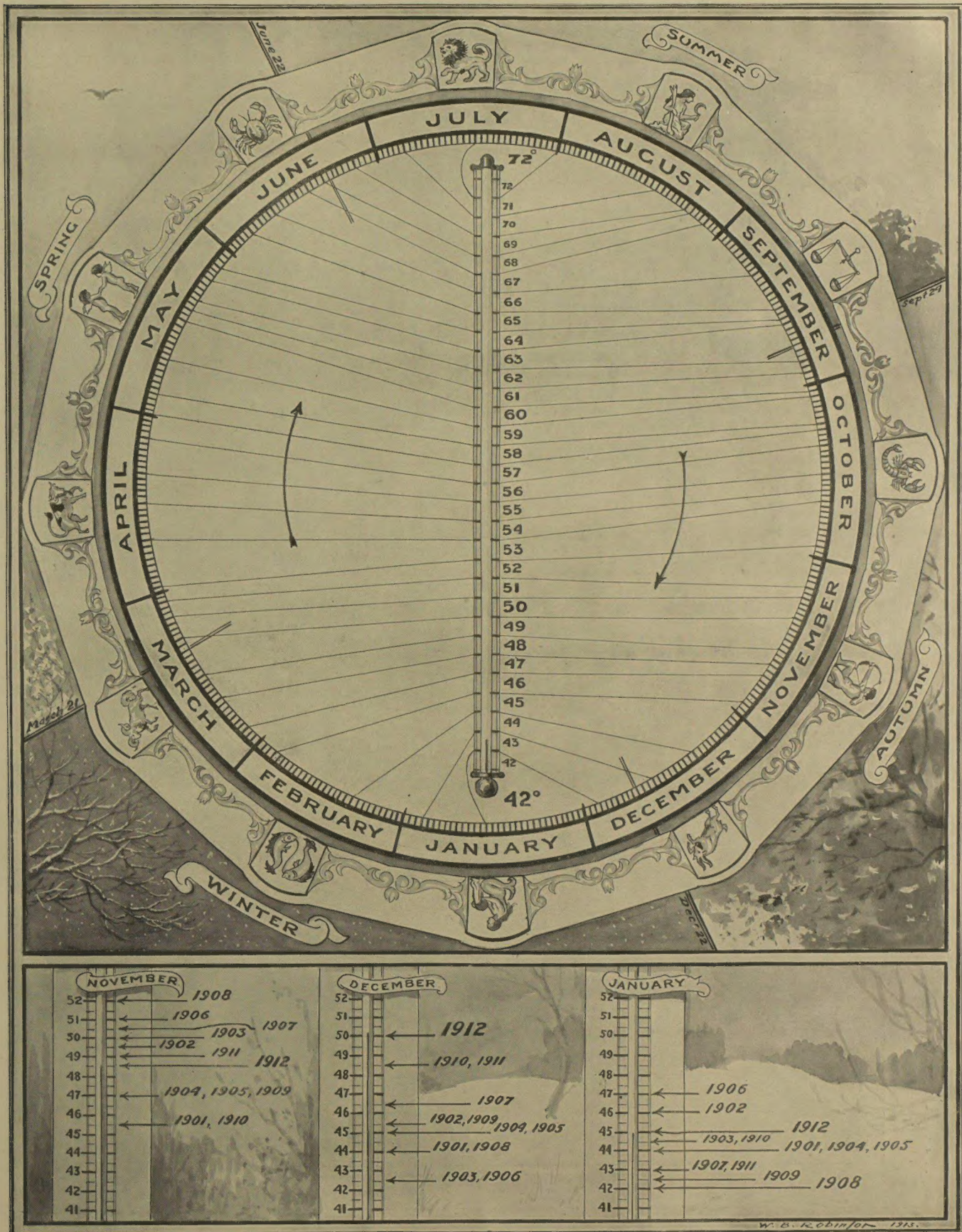


THE LATE MR. FREDERICK
HITCH, V.C.,
A Rorke's Drift Hero, who was buried
with military honours at Chiswick.

Both his fellow taxicab-drivers and his old comrades in the Army combined to do the last honours to Private Hitch, V.C., the Rorke's Drift hero, whose funeral took place, with military honours, at Chiswick on Jan. 12. Mr. Hitch was much respected, and especially for

OUR WONDERFUL WEATHER! A GUIDE TO THE YEAR'S TEMPERATURES.

DRAWN BY W. B. ROBINSON.



FROM 42 DEGREES TO 72 DEGREES: THE AVERAGE TEMPERATURE OF EVERY DAY OF AN AVERAGE YEAR;
TOGETHER WITH NOVEMBER, DECEMBER, AND JANUARY AVERAGES.

The above thermometer shows the degrees—from 42 to 72—which are registered on each day of the year in this country, taking an average of thirty years. The lines from these degrees to the marks representing days at the edge of the circle indicate the average temperatures on the days or sets of days. To give an example: we find that in July the first five of the thirty-one days experience an average temperature of 70 degrees; the next twelve, 71 degrees; the remaining days of the month, 72 degrees; while August shows 72 degrees for its first eighteen days; then 70, for six; then 69,

for one day; then 68, for three days; then 67, for three days. The drawings on the lower part of the page give the averages, for the years 1901 to 1912, for November, December, and January. It will be remarked that December of 1912 showed a higher mean maximum temperature than any of the preceding thirty-nine years; that is to say, 50—a fact which accounted for the December blossoming of numerous spring flowers. The mean maximum temperature figures for thirty years were courteously supplied to our artist by the Meteorological Office.

THE OLD UNDER THE NEW! RUINS OF IMPERIAL FORA OF ANCIENT ROME TO BE EXCAVATED DURING IMPROVEMENTS IN MODERN ROME.



1. AS SEEN BEFORE THE EXCAVATIONS BEGAN: THE FORUM OF THE EMPEROR AUGUSTUS AND THE TEMPLE OF MARS ULTOR.

2. AS IT WILL BE AFTER THE EXCAVATIONS: THE VIA ALESSANDRINA (ON THE RIGHT); THE VICTOR EMMANUEL MONUMENT (LEFT BACKGROUND); THE TEMPLE OF MARS ULTOR (IN THE MIDDLE); AND THE FORUM AND COLUMN OF TRAJAN (IN THE DISTANCE, ON THE LEFT OF THE DOMED BUILDING).

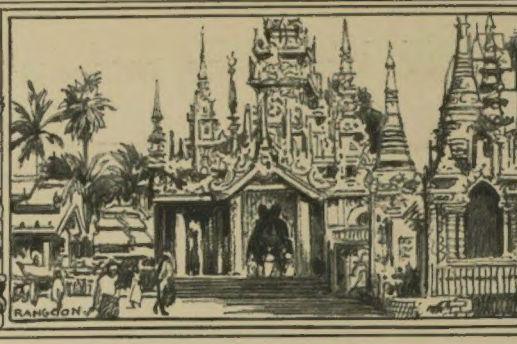
4. IMPERIAL FORA AS THEY WILL APPEAR WHEN THE PROPOSED WORK HAS BEEN CARRIED OUT: THE FORUM OF TRAJAN (1); TORRE DELLE MILIZIE (2); THE FORUM OF AUGUSTUS (3); THE TEMPLE OF MARS ULTOR (4); THE FORUM OF NERVA (5), AND THE TEMPLE OF MINERVA (6).

3. WHERE THE EXCAVATION OF THE IMPERIAL FORA HAS BEGUN: THE TORRE DELLE MILIZIE (THE SO-CALLED TOWER OF NERO).

6. THE FORUM OF AUGUSTUS (3); THE TEMPLE OF MARS ULTOR (4); THE FORUM OF NERVA (5), AND THE TEMPLE OF MINERVA (6).

Professor Halbherr writes to us: "The photographs I send of the Imperial Fora at Rome are not reconstructions, but show what is actually preserved of the Fora themselves. The original pictures, in water-colours, were made for the Italian Department of Public Instruction by Signor Ludovico Pogliaghi, and depict the Fora as they will appear after the final excavations in accordance with the plan of Commendatore Corrado Ricci, the Director-General of Antiquities and Fine Arts of Italy. A small part only of these ruins is visible at present; the rest has been proved to exist by means of sounding-pits and trenches. Commendatore Ricci's plan is to demolish at once the block of buildings along the eastern side of the Via Alessandrina and Piazza Colonna Trajana, a work which will bring to light the upper and best part of the Fora of Augustus, Trajan, and Nerva, excluding altogether the Forum of Vespasian. Of the Forum of Nerva two columns, the so-called Colonnacce, are now partly visible. This

Forum formed a kind of monumental pronaos to the Temple of Minerva, built by Domitian and dedicated by Nerva in person in A.D. 98. Immediately to the left of this temple is the Forum of Augustus, which was inaugurated by the Emperor Augustus, in A.D. 2. The middle of this area is occupied by the ruins of the magnificent temple dedicated by Augustus to Mars Ultor, in memory of the divine punishment of Caesar's murderers, Brutus and Cassius. Three colossal columns are all that remain of the eighteen which form the right and left wings of the building. But the size and splendour of the Forum of Augustus are surpassed by that of Trajan. This was constructed in the years 107-113 A.D. from the plans of the famous Greek architect Apollodorus, and was crowned by the column commemorating the wars and victories of Trajan over the Dacians. Its basement covered the sepulchral chamber destined to contain the golden sarcophagus of the Emperor."



VIGNETTES OF THE BRITISH EMPIRE: VIII.—BURMAH.

THE ancient kingdom of Pagan, which was destined before its conquest by Kubla Khan in the thirteenth century to include the whole of what we now call Burmah, was founded about 100 A.D., and



WITH POINTED ARCH UNKNOWN IN INDIA AND PROBABLY ADOPTED FROM CHINA: A VOTIVE BRICK FOUND AT PAGAN.

after several removals (not difficult when houses were little more than bamboo huts), its capital was established at Pagan itself in 850 A.D. A succession of powerful kings erected the buildings of which the ruins to-day strew the left bank of the Irrawaddy for eight miles; and it is said that at the height of its fame the number of its pagodas and monasteries was more than ten times that of the years the kingdom had endured. On the brick-strewn sand, in a wilderness of rubble and cactus, the remains of five thousand can still be traced, while a small number, including three of the great temples, are even to-day in a state of preservation and repair. These larger buildings are about five miles from the present village of Nyaungu, and there, about 125 miles below Mandalay, I left the river steamer to visit the site of Burmah's ancient glory. My Hindu servant had laid in a supply of stores, and, furnished with a key of the recently built "rest house," we jolted thither in a creaking bullock-cart early one January morning. The only remains which are not of a religious character are some portion of a rampart and two great piles of red brick, through which I passed, the ruins of a great city gateway.

Far to the right along the bank of the river there stands a great terraced, pumpkin-shaped pagoda, which is the oldest of all. This is "Bupaya" (the pumpkin pagoda), which was built about 200 A.D., by a king who, according to legend, had in his earlier years freed the land of a monstrous plague of pumpkins. In this arid region, with its architectural mysteries, the problem of practical administration is that of the scarcity of rain, and where so little grows



LANDSCAPE NEAR THE RUINS AT PAGAN: POPA MOUNTAIN RISING FROM THE PLAIN, AS SEEN FROM THE IRRAWADDY.

but cactus and wild cotton it might be thought that pumpkins would have to yield a great crop indeed before it could be called a plague.

The noblest of the Pagan buildings is the famous Ananda Pagoda ("Nanda" means admirable), which was built about 1085 A.D. In its covering of white plaster, kept in repair but mellowed by centuries of sunlight, it is beautiful at all hours. Surmounted by a four-sided tapering tower, its solid central block contains four niches, in each of which stands upon a lotus a colossal gilded figure of Buddha, thirty feet

high, representing him in the four dispensations of the present world-period. These figures face respectively the entrances of long, projecting porches, which give the whole building a cruciform plan. The lighting is very impressive, being solely from concealed openings above, so that as one approaches slowly under the tall, white arches, and the light decreases the farther one gets from the entrance, the upper part of the figure comes in sight, and when one is near enough to look up at the face, it appears in brilliant splendour.

A little higher than the Ananda, with a pinnacle which rises to a height of two hundred feet, is the five-storeyed "Thatbyinnyu" (Omniscience) with a porch on one side only, and a mighty seated Buddha on the third storey in a recess of the solid central mass. From the terraces of the "Thatbyinnyu," in the mellow light of late afternoon, looking towards the river, I had a fine view in which, on the right, appeared another of the temples that have escaped destruction, the "Gawdawpallin," with a graceful, tapering spire.

One of the puzzles of the Pagan buildings is the use, unknown in the architecture of India, of the



ANCIENT BURMESE ROYAL SPORT ILLUSTRATED IN MODERN BURMESE ART: AN EXAMPLE OF VILLAGE LACQUER-WORK SHOWING A KING OF PAGAN HUNTING.

pointed arch which is generally considered the main characteristic of Gothic construction. The subjects of the earliest Pagan kings, the Pyus, are said to have journeyed from Northern India and settled in this neighbourhood as early as the second century of our era, though it was not until the reign of King Pyinbya, in 850, that the capital was finally fixed on what was to be a permanent site. Some authorities contend that

the forms of architectural designs here employed were drawn from Babylonian sources, but it was many hundreds of years after the conquest of Babylon by Cyrus that even the earliest of the Pagan temples was built. The chief similarity to the architecture of Chaldea lies in the absence of isolated

supports, but in each case that salient characteristic may well have arisen out of the nature of the material employed. In the alluvial plains of the Tigris and the Euphrates, there was plenty of clay, though other building material was rare, and construction was by necessity almost entirely of brick in masses which could only be decorated by attached ornament. In the absence of other material there was the same dependence upon brick construction in Pagan, and I do not think the hypothesis of Chaldean origin is necessary to explain the forms there developed.

Features which may well have arisen out of the use of particular local materials should not need foreign attribution, and, as regards the use of the pointed arch, that feature is much more likely to have been brought from the nearer country of China. It may also be noticed, by-the-way, in the votive bricks which are dug up near the temples.

The greatest of the Pagan kings, Naurata Min, although he was a religious enthusiast, had his hands too full of military enterprises to be himself a builder of temples, but it was in his reign that the great conquest of Thaton was so thoroughly carried out that its conquered King Manuha and thirty thousand of his subjects were taken to Pagan along with some sacred relics of the great Gautama himself. These people, among whom were many

skilled craftsmen, were established in a village now called Nyaungu West, and kept apart as slaves attached to the pagodas under a stigma which has survived the destruction of Pagan, and even to-day their descendants remain a separate class with which no Burman will intermarry — the only resemblance to a caste among the Burmese people.

Within its palisade of bamboo fencing I visited one of the villages of lacquer-workers to see the processes of what is the chief local industry, but, in so short an account of Pagan, I must rather speak of the "Nats," the nature-spirits still popularly believed in by the Burmese people, and especially venerated in the district. Local legend is rich in stories of their power for good and ill, and the most ancient, Mahagiri and his sister Shwemyetna, are



EVIDENCE OF BURMESE BELIEF IN NATURE SPIRITS: A WOODEN FIGURE OF A FAVOURITE NAT (SPIRIT) FOUND AT PAGAN.



ANOTHER EXAMPLE OF THE POINTED ARCH RESEMBLING THE GOTHIC STYLE, BUT PROBABLY CHINESE: A VOTIVE BRICK, esteemed, I was told, in every native house in Upper Burmah, a coconut being kept suspended in their honour.
A. HUGH FISHER.

OF PAGAN'S 5000 PAGODAS: RUINS OF BURMAH'S ANCIENT CAPITAL.

DRAWN BY OUR SPECIAL ARTIST, A. HUGH FISHER.



PART OF THE RUINS THAT STRETCH FOR EIGHT MILES ALONG THE IRRAWADDY: PAGAN FROM THE THATBYINNYU PAGODA.
LOOKING TOWARDS THE RIVER.

"The ancient kingdom of Pagan," Mr. Hugh Fisher writes, "... was founded about 100 A.D., and ... its capital was established at Pagan itself in 850. ... A succession of powerful kings erected the buildings of which the ruins to-day strew the left bank of the Irrawaddy for eight miles, and it is said that at the height of its fame the number of its pagodas and monasteries was more than ten times that of the years the kingdom had endured. On the

brick-strewn sand, in a wilderness of rubble and cactus, the remains of five thousand can still be traced. ... From the terraces of the 'Thatbyinnyu' [Pagoda] in the mellow light of late afternoon, looking towards the river, I had a fine view in which, on the right, appeared another of the temples that have escaped destruction, the 'Gawdawpallin,' with a graceful, tapering spire." The name "Thatbyinnyu" means "Omniscience."

NAVAL POWER IN THE MEDITERRANEAN: THE FRENCH AND THE AUSTRIAN AND ITALIAN BATTLE-SHIPS NOW AND IN THE FUTURE.

DRAWN BY ALBERT SEILLIE.

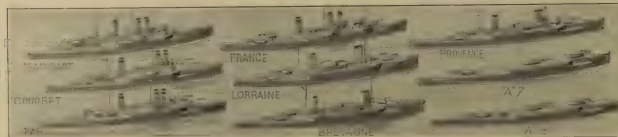


AS THEY ARE AT THE PRESENT TIME: THE BATTLE-SHIPS OF

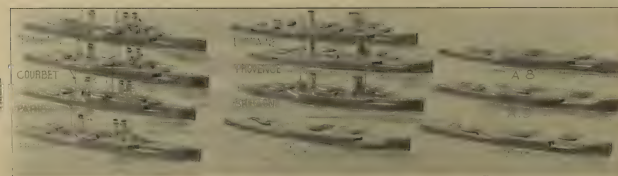
France has 20 units, displacing 291,000 tons and armed with 70 30-c/m. guns, 10 27-c/m. guns, 72 24-c/m. guns, 30 19-c/m. guns, 46 16-c/m. guns, and 54 14-c/m. guns.

AUTUMN 1913
FRANCE

In the autumn of 1913 both France and Italy and Austria together will be able to put their first three Dreadnaughts on service. But, whereas the allied fleets will be able to be so old to form part of a modern fleet. In a "combat en ligne," the Dreadnaughts of Austria and Italy, most of whose guns are on the axial principle, would oppose to together will have 22 units.

AUTUMN 1916
FRANCE

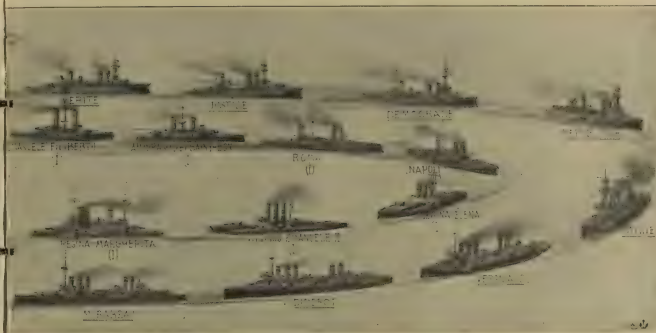
In the autumn of 1916 France's position will be better; she will have 9 Dreadnaughts to the 9 of Italy and Austria; but the fact that the 34-c/m. guns of 5 of the 24 ships in Austria and Italy's 26, there

AUTUMN 1917
FRANCE

In the autumn of 1917 France's position will not be so good. Austria will have completed her 4 Dreadnaughts of the "Viribus Unitis" class. Italy will have added 27 units; France, 22.

IN 1912, 1913, 1916, AND 1917: THE FRENCH AND THE AUSTRIAN AND ITALIAN BATTLE-SHIPS IN THE MEDITERRANEAN AS

It would appear that the British are not alone in the idea that in the future their country will not have a sufficiently strong naval force in the Mediterranean explanation, from our contemporary "L'Illustration," of Paris, which points out that it is necessary that



AUSTRIA AND ITALY, AND FRANCE, IN THE MEDITERRANEAN.

Italy and Austria together have 17 units, displacing 197,000 tons, and armed with 28 30-c/m. guns, 53 25-c/m. guns, 56 20-c/m. guns, 36 19-c/m. guns, and 26 15-c/m. guns.



put five of these units in action, the French fleet will only have two vessels of the class on the spot. At the same time, France will lose three protected cruisers, which will then the French vessels guns more numerous and more powerful even than those of the "Jean Bart," which can only fire a 10-gun broadside. At the period Italy and Austria as against France's 19.



French vessels will be axial will give those war-ships an offensive power greater than any of the vessels of Italy and Austria; thus, although France will only have will be a slight balance in her favor.



In her fleet battle-ships 7 and 8, both armed with 35-c/m. guns. France will have added numbers A 9 and A 10, but her third Squadron will have reached the age have 27 units; France, 22.

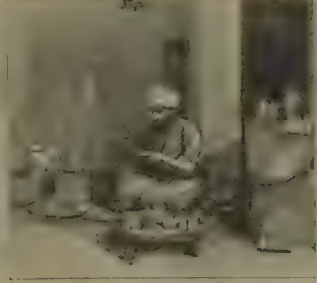
THEY WILL BE IN THE YEARS NAMED IF THE PRESENT NAVAL PROGRAMMES OF THE COUNTRIES ARE CARRIED OUT.

It is evident that the French feel the same with regard to the Mediterranean Fleet of their country. Witness this series of illustrations with the accompanying France should be strong in the Mediterranean, that sea which links European France and African France.

SCIENCE AND NATURAL HISTORY.



PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNED BY ORDER OF DIOCLETIAN



AUTHOR OF AN ENCYCLOPÆDIA TREATISE ON MEDICINE: RHAZES, THE ARABIAN PHYSICIAN

SCIENCE JOTTINGS.

THE VALHALLA OF THE RACE-HORSE.

ALL good race-horses, when they die, row go to the British Museum of Natural History. The latest to enter this Valhalla is Common, who died on Dec. 17, within a few days of his twenty-fourth year, a ripe old age for a race-horse. Common earned his niche in the temple of Fame when, at three years old, he won the Two-Thousand Guineas, the Derby, and the St. Leger—three great races in one year. This extraordinary performance must have come as a great surprise to his trainer and owner, since at two years old he seems to have been the "ugly duckling" of the stables; inasmuch as he was then described as a "big, awkward, sprawling colt, with weak joints and fleshy legs." But it is always the

known as the "third-trochanter," which is placed high up, near the hip-joint. Nearly all the horses which I have examined possess this spur. But in the Natural History Museum we have an interesting case wherein it is absent. This is that of the famous race-horse Stockwell; and for a time, indeed, it was supposed that its absence in the thoroughbred was normal. When, however, the skeleton of Persimmon

16½ hands. Eclipse, by the way, died at the ripe old age of twenty-five, but Persimmon was only fifteen years old when death claimed him. But to return to our theme. Apart from the increase of stature, little comment has been made on the evolution of the thoroughbred since the foundation of the breed by James I. in 1616, and much of the evidence has now been lost. But the skeletons of many famous winners on the Turf are preserved, and these should help. A study of the skeletons now reposing in the Osteological Room of the British Museum might, and probably would, reveal valuable data for the improvement of the breed. It has just been suggested, for instance, that in the case of steeplechasers, serious work should not begin till the animal is six years old, or thereabouts. Most racers begin their careers at two, and



DATING FROM BEFORE THE GREAT ICE AGE IN ENGLAND: AN IMMENSE FLAKE OF FLINT FROM BENEATH THE NORWICH CRAG.

unexpected that happens. Almost immediately after he won the St. Leger, he was bought by the late Sir Blundell Maple for the enormous sum of 15,000 guineas, in the not unnatural hope that so wonderful a performer might henceforth be relied upon, to beget a succession of Derby winners. But in this Common proved a most emphatic failure, though it is believed that he would have sustained his achievements on the race-course had he been allowed to compete for the honours. On examining his teeth, I marvelled. For they were worn down almost to the gums. He must have been well cared for at the King's Court Stud, where he died, or his days would have been shorter. I am looking forward to the opportunity of examining his thigh-bone. And this because I am anxious to discover whether it will show a certain peculiar spur of bone



THE SCENE OF THE DISCOVERIES: A SECTION OF THE SUFFOLK RED CRAG, CAPPED BY GLACIAL DRIFT.

The workman is standing forty feet from the surface. The stone bed containing the flint implements occurs on the London clay, about five feet lower still. The Red Crag begins where the strata assume a darker colour.

FASHIONED BEFORE THE GREAT ICE AGE IN ENGLAND: FLINT IMPLEMENTS OF SUB-CRAG MEN, DISCOVERED IN SUFFOLK BY MR. J. REID MOIR, AND AT LEAST OF PLIOCENE AGE.

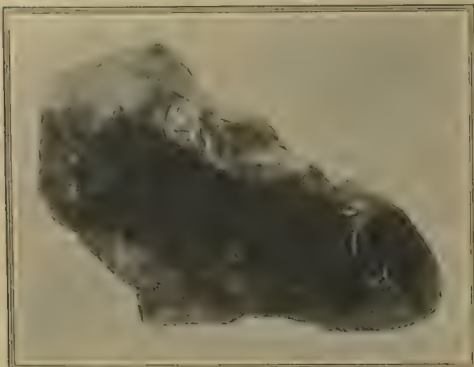
In the beginning of the Pliocene period the sea invaded the east coast of England, and deposits accumulated in its shallow waters. This form of deposit is known as "crag." After the Pliocene period came "the Great Ice Age."—[See Article elsewhere in this Issue.]

came under my charge, I noticed that, unlike Stockwell, he possessed this spur, and an examination of the thigh-bones of a number of race-horses showed that Stockwell was the exception. Naturally, one would expect that so striking a departure from the rule would have registered itself in some peculiarity of gait in the living animal; but at this time of day the chances of obtaining confirmation of this surmise were not many. In due course, however, my inquiries elicited the fact that in one of the old racing journals, published just half a century ago, Stockwell is described as "ambling out in his peculiar style." So that he evidently was, though surely not adversely, affected by this curious thigh-bone. What we now want to know is whether this idiosyncrasy was handed on to any of his descendants. The study of the race-horse, from the anatomist's point of view, has yet to be taken up. We know that during the last 120 years the stature of the animal has increased, for the famous Eclipse, who was never beaten, stood just 15½ hands, and he was reckoned a big horse for his time. His descendant, Persimmon, stood



NO DOUBT USED IN THE HAND: A POINTED FLINT IMPLEMENT FOUND BY MR. REID MOIR IN MESSRS. BOLTON AND LAUGHLIN'S BRICKFIELD.

achieve their greatest triumphs at three years. Now this may well be too early to begin such a strenuous life, and I am inclined to think the matter well worth the attention of those who are more intimately concerned with the well-being of race-horses than I am. And for this reason. The skeleton of Persimmon, I found, shows that what are known as the "neural spines" of the backbone have all been more or less damaged, or at any rate changed in shape, by mutual pressure—the weight of the jockey. Now the grating of these spines one against the other must certainly tend to increase the strain of running, and hasten fatigue. No such alteration in the form of these "neural spines" is found in wild horses, and I am curious to know whether this apparent mark of early burdens will be found in the backbone of Irish steeplechasers, for example. W. P. PYCRAFT.



A MOST REMARKABLE SPECIMEN: A FLINT IMPLEMENT POSSIBLY USED FOR SCRAPPING SKINS ON.

This is one of the most remarkable specimens from the sub-crag horizon. Its weight is 15 lb., and it shows large flaking, forming a cutting edge on one side. As the base of the flint has been shaped so that it stands upright, it is suggested that it may have been used for scraping skins on.



WITH A BARNACLE OF THE CRAG SEA ATTACHED TO ITS WORKED SURFACE: A SIDE VIEW OF A CLAV-LIKE IMPLEMENT.

This came from below the red crag deposited when, in the beginning of the Pliocene period, the sea invaded the east coast of England. The barnacle is most important. The deposit is mostly of shelly clays and sands, incoherent and friable, and often rich in fossil remains well preserved.

WILL EITHER BE FRENCH PRESIDENT? FIRST AND SECOND FAVOURITES.

DRAWN BY J. SIMONT.



THE FRENCH PRESIDENTIAL ELECTION AT VERSAILLES, ON JANUARY 17: M. RAYMOND POINCARÉ, PRIME MINISTER AND MINISTER FOR FOREIGN AFFAIRS; AND M. ALEXANDRE RIBOT, FORMER HOLDER OF THOSE OFFICES.

It was arranged that the Presidential Election should take place at Versailles on January 17, at a meeting of the members of the Senate and of the Chamber of Deputies, sitting together for the purpose as a National Assembly. As a general rule, choice is limited to the two official candidates, the President of the Senate and the President of the Chamber of Deputies; but in point of fact, at the moment of writing at all events, M. Raymond Poincaré, President of the Council and Minister for Foreign

Affairs, is the favourite, and there are several other candidates. The President of the Senate is M. Antonin Dubost; while the President of the Chamber is M. Paul Deschanel. Important as a rival to M. Poincaré is M. Alexandre Ribot, former President of the Council and former Minister for Foreign Affairs. The French President holds office for seven years. M. Poincaré, who is fifty-four—to M. Ribot's seventy—has been in politics since 1887. At the age of thirty-two he became Minister of Public Instruction; and later Finance Minister.

THE OUTRAGE AT DELHI: THE SCENE OF THE BOMB-THROWING.

PHOTOGRAPHS BY HANDS AND GRIFFIN.



SHOWING THE ROOF-BALCONY, WITH A POLICEMAN MARKING THE SPOT FROM WHICH, SOME ASSERT, THE BOMB WAS THROWN: THE HOUSE FROM WHICH THE MURDER OF THE VICEROY WAS ATTEMPTED.



SHOWING THE FIRST-FLOOR VERANDAH FROM WHICH, SOME ASSERT, THE BOMB WAS THROWN; SIR CHARLES CLEVELAND, HEAD OF THE C.I.D., CONDUCTING AN INQUIRY ON THAT SPOT.



SHOWING, ON THE LEFT, THE PREMISES FROM WHICH THE BOMB WAS THROWN (x), AND ON THE ROAD, ON THE RIGHT, THE SPOT ON WHICH THE VICEROY'S ELEPHANT WAS WHEN THE MISSILE STRUCK THE HOWDAH (x).

Very naturally, there is doubt as to the precise position of the man who threw the bomb at Lord Hardinge during the Viceroy's state entry into Delhi. It is known that the missile came from certain premises in the Chandni Chauk, but there are some who say that the bomb was thrown from a balcony on the roof, while others assert that it was flung from a first-floor verandah. The fact of the matter is, of course,

that none is likely to have seen the actual throwing, save those concerned in the outrage. At the time of the affair, the roof of the house, which has offices, including those of the Punjab National Bank, in the lower part, and native residential quarters in the other storeys, was densely packed with spectators, probably some 150 in all. Amongst those offering rewards for the would-be assassin is the Punjab National Bank.

AFTER THE ATTEMPT TO KILL LORD HARDINGE: THE DELHI DURBAR.

PHOTOGRAPHS BY MOLLER AND VERNON.



RE-FORMED AND PROCEEDING BY COMMAND OF THE WOUNDED VICEROY: THE ELEPHANTS OF BRITISH OFFICIALS IN THE PROCESSION AT DELHI AFTER THE OUTRAGE



ACTING FOR THE VICEROY AFTER LORD HARDINGE HAD BEEN INJURED BY A BOMB THROWN FROM A HOUSE IN THE CHANDNI CHAUK:
SIR GUY FLEETWOOD WILSON, SENIOR MEMBER OF COUNCIL, READING HIS EXCELLENCY'S REPLY.

After the attempt upon his life at Delhi, the Viceroy ordered the procession to be re-formed, and the Durbar ceremony was held according to the programme, Sir Guy Fleetwood Wilson, the Senior Member of Council, delivering his Excellency's replies to the addresses of the non-official Members of Council and the Lieutenant-Governor of the Punjab. Sir Louis Dane, having presented an address, formally handed over Delhi from the Punjab to the Government of India, first alluding to the outrage,

and then saying that it was his honourable but somewhat sad duty on behalf of the Punjab to surrender the charge of the beautiful city first entrusted to the Province in February 1858. He next traced the recent improvements in her condition, and said that princes and people alike wished her a bright and brilliant future. Reading Lord Hardinge's reply, Sir Guy Fleetwood Wilson said that from that day Delhi would become the definite capital of the Empire of India.

IN A PALACE OF KINGS! CHOOSING THE HEAD OF REPUBLICAN FRANCE.

DRAWN BY FRÉDÉRIC DE HAENEN.



BALLOTING FOR CANDIDATES FOR THE FRENCH PRESIDENCY: THE SENATE AND THE CHAMBER OF DEPUTIES SITTING AS A NATIONAL ASSEMBLY AT VERSAILLES.

The Presidential election in France is held in the Palace of Versailles by the members of the Senate and of the Chamber of Deputies sitting together as a National Assembly. If a candidate obtains an absolute majority at the first ballot, he is declared elected. If no candidate be given the requisite number of votes, it is usual for one or more candidates to withdraw and advise their supporters to vote for one of the other nominees. The President holds office for seven years. He promulgates the laws voted by both Chambers and ensures their execution; selects a Ministry; appoints to all civil and military posts; has the right of individual pardon, and is responsible

only in case of high treason. Further, he concludes treaties with foreign Powers, but treaties which affect the area of France or of French colonies must be approved by the Legislature, and he cannot declare war without the assent of both Chambers. Every Presidential act has to be countersigned by a Minister. We quote "The Statesman's Year-Book." It was arranged to hold the election of a successor to President Fallières on January 17. Interest in the event was intensified by the crisis caused by the reinstatement in the army of Colonel du Paty de Clam, and the resignation of the Minister of War, M. Millerand.

THE STATE ENTRY OUTRAGE: THE ATTEMPT TO KILL THE VICEROY.

PHOTOGRAPH BY GRIFFIN; DRAWING BY S. BEGG FROM A PHOTOGRAPH BY GRIFFIN.



SHOWING THE HOWDAH, IN WHICH LORD AND LADY HARDINGE WERE SITTING, WHICH WAS DAMAGED BY THE BOMB: THE VICEROY'S ELEPHANT FOR THE STATE ENTRY INTO DELHI, THE NEW CAPITAL.



AFTER THE ATTEMPT TO MURDER HIM BY BOMB HAD BEEN MADE: THE WOUNDED VICEROY BEING REMOVED FROM THE SCENE OF THE OUTRAGE BY MOTOR-CAR, AT THE DOOR OF WHICH LADY HARDINGE, WHO WAS UNHURT, IS STANDING.

The State Entry of the Viceroy of India into Delhi, on December 23 last, to proclaim the city as the capital of India, was marred by the fact that a bomb was thrown from a house in the Chandni Chauk, struck the howdah in which his Excellency and Lady Hardinge were sitting, exploded, and did much damage, wounding the Viceroy somewhat seriously, killing an attendant immediately behind their Excellencies, and wounding another. Lord Hardinge ordered the procession to proceed; then lost

consciousness and had to be taken off the elephant and conveyed by motor to the Viceregal Lodge. Part of the howdah was blown out. The heavy wooden seat with silver plates was shattered, and, no doubt, it saved the Viceroy from the full blast of the explosion. The wadded seat was torn. It would appear that the bomb struck the metal-covered stick of the State umbrella, and exploded in a one-foot space between the back of the Viceroy's seat and the umbrella-bearer's seat. The howdah is six feet long.

ILL IN CANADA: THE WIFE OF THE ROYAL GOVERNOR OF THE DOMINION.

PHOTOGRAPH BY W. AND D. DOWNEY.



HER ROYAL HIGHNESS THE DUCHESS OF CONNAUGHT, A MEMBER OF THE ROYAL ORDER OF VICTORIA AND ALBERT, A LADY OF THE IMPERIAL ORDER OF THE CROWN OF INDIA, AND A LADY OF JUSTICE OF THE ORDER OF ST. JOHN OF JERUSALEM IN ENGLAND.

The Duchess of Connaught, whose illness, at the moment of writing, is causing much anxiety, and much sympathy for her in this country and in the Dominion of Canada, was married on March 13, 1879, and was then known as Princess Louise Margaret Alexandra

Victoria Agnes, third daughter of H.R.H. Prince Frederick Charles of Prussia. Her Royal Highness, who is most popular, has one son, Prince Arthur of Connaught; and two daughters, the Crown Princess of Sweden and Princess Patricia of Connaught.

AN ANXIOUS WATCHER OF THE ROUMANIA-BULGARIA QUESTION.



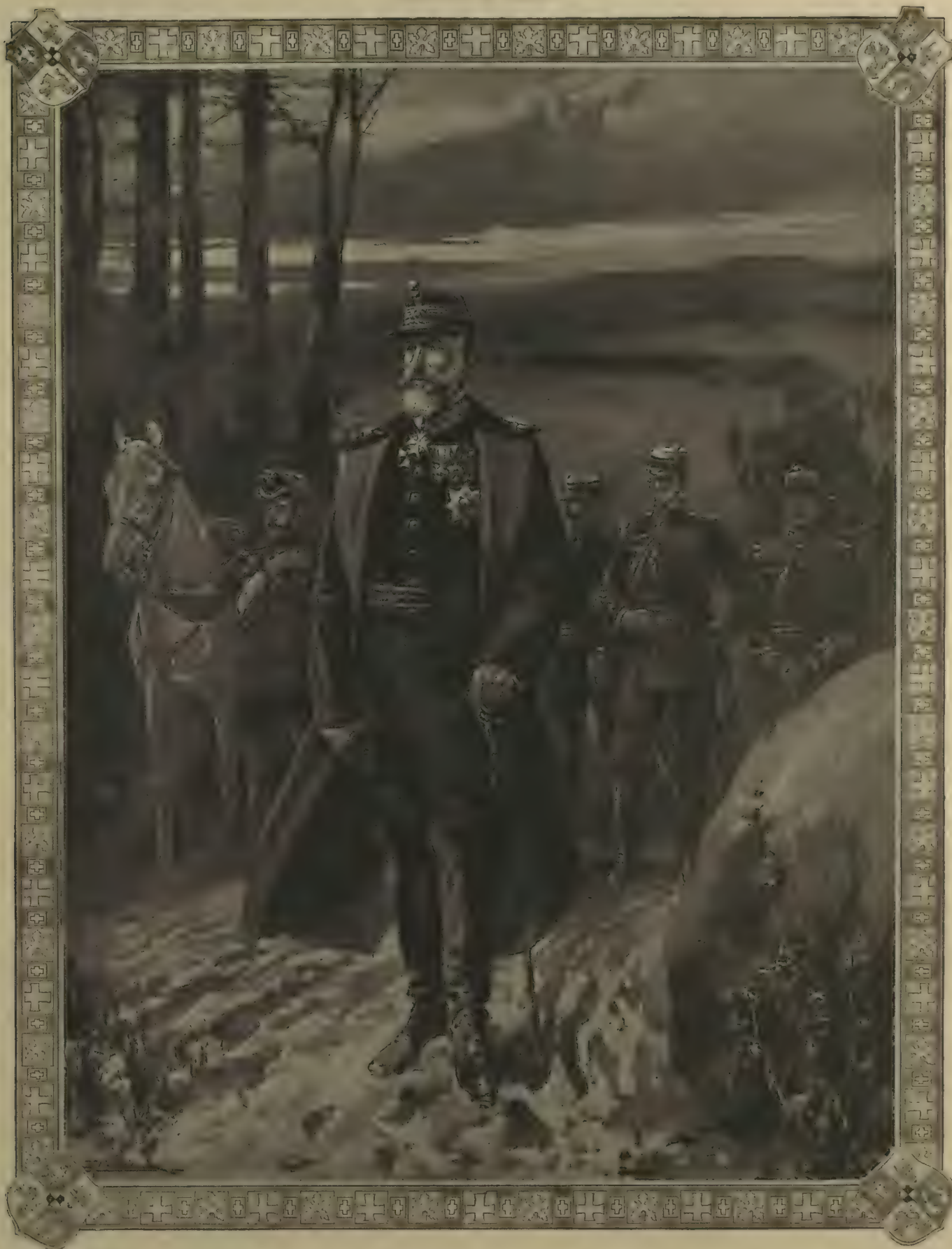
THE POET-QUEEN, "CARMEN SYLVA": HER MAJESTY ELIZABETH OF ROUMANIA, WIFE OF KING CHARLES, AT CONSTANZA.

With Roumania providing so important a complication in the tangled skein the Powers of Europe are seeking to unravel without the use of the sword, particular interest should attach to this portrait of the Queen of Roumania, known as a writer as "Carmen Sylva." Her Majesty, who was born on December 29, 1843, was formerly known as Princess Elizabeth of Wied, and is the daughter of the late Prince Hermann

of Wied and the Princess Maria of Nassau. In November of 1869, she married Prince Charles of Roumania (second son of Prince Anthony of Hohenzollern), King of Roumania since 1881. She is well known as an author, and, amongst other works, has published "Thoughts of a Queen," "Shadows on Life's Dial," and "A Real Queen's Fairy-Book." She has no children. Her only daughter, born in 1870, died four years later.

SEEKER OF THE PRICE OF NEUTRALITY IN THE NEAR EAST.

DRAWN BY H. W. KOEKKOEK.



MUCH CONCERNED WITH THE PROBLEM OF THE READJUSTMENT OF POWER IN EUROPE: THE KING OF ROUMANIA, WHO WAS BROUGHT INTO GREAT PROMINENCE BY THE ASSERTION THAT HIS TROOPS MIGHT INVADE BULGARIA.

The strained relations between Roumania and Bulgaria, in view of the belief held by a good many that Roumanian troops might invade Bulgaria if King Ferdinand's advisers did not decide to give to Roumania that territory which she seeks as the price of her neutrality during the Balkan War, have, of course, brought into unusual prominence Charles I., King of Roumania. His Majesty was born on April 20, 1839, son of the late Prince Karl of Hohenzollern-Sigmaringen. He was elected Lord of

Roumania on April 20 (N.S.) 1866, and entered Bucharest on the 22nd of the following month. On March 26, 1881, he was proclaimed King of Roumania. The succession to the throne, in the event of his Majesty remaining childless, was settled upon his elder brother, Prince Leopold, who renounced his rights in favour of his son, Prince Wilhelm, who in turn renounced his rights in favour of his brother, Prince Ferdinand, the present Crown Prince, who in 1893 married Princess Marie, daughter of the Duke of Edinburgh.



LORD ESHER.

Whose latest Book, "The Girlhood of Queen Victoria," was recently published by Mr. John Murray.

Photograph by Dover Street Studio.

DR. FORBES WINSLOW.

Whose new Book, "The Insanity of Passion and Crime," was recently published by Messrs. John Ouseley.

Photograph by Baziano.

"Steamship Conquest of the World."

Mr. Frederick A. Talbot has written a full and entertaining book on "Steamship Conquest of the World" (Heinemann), which closes significantly with a chapter on steamless ships. Diesel motors, the marine gas-engine, and electricity are all setting up a determined rivalry to steam as a means of propelling sea-going vessels. The experiments made with the last-named agency, both here and in Germany, have been successful so far as they have gone, and Mr. Talbot apparently would not be surprised if electricity proved the conqueror. In the meantime, it has not accomplished such results as the oil-engine has achieved on the *Selandia*, for example, or even as those of the coasting gas-ship owned on the Tyne. The maiden voyage of the *Selandia* to Bangkok was a triumph for the motorship. She covered 21,840 miles, returning with the motor in perfect condition, after experiencing all kinds of weather, and carrying her 9300 tons of cargo over

the distance on a consumption of nine tons of fuel per 24 hours. But such successes are a double-edged argument. Their significance may be interpreted as illustrating the commanding position of

boilers with liquid fuel instead of coal, of which the proof was the run of the *Goldmouth* from

Singapore to Rotterdam by the long route *via* the Cape of Good Hope, 11,791 miles, in 52 days, without the engines stopping once. We may take it that there is a period setting in of very active competition among the rival means of ship-propulsion we have been discussing. Mr. Talbot, however, is only incidentally concerned with their claims. His subject proper is the development of the steamship, and a considerable part of his book is taken up with the crowning triumph, the express liner, of which the *Mauretania* is taken as the example and type. The chapters on her construction are lucid and instructive, and of absorbing interest. Mr. Talbot contrives to make us see the marvel grow. In the more comprehensive survey of his subject that comes later, an account of ocean derelicts is specially striking. The whole book is a piece of thorough workmanship, and it is capably illustrated.



THE NAVIGATOR'S GREATEST PERIL: A DERELICT IN MID-ATLANTIC.

The photograph shows the crew of the United States derelict-destroyer "Seneca" boarding the "Frederick Roessner," which had been abandoned in mid-Atlantic. She was salvaged and towed into New York. Many derelicts are blown up.

From "Steamship Conquest of the World."



Photo. by Permission of the "Shipbuilder."

FROM 44½ TO 32,000 TONS IN TEN YEARS: THE EVOLUTION OF THE PARSONS MARINE TURBINE SHOWN BY THE "TURBINIA" AND THE "MAURETANIA," LYING ALONGSIDE EACH OTHER.

The Parsons Marine Turbine was invented by the Hon. Sir Charles Parsons. His "Turbinia," of 44½ tons, made a sensational appearance

at the Naval Review at Spithead in 1897, running away from the fastest vessels in the Navy. The "Turbinia" is here seen lying side by side with the giant Cunarder "Mauretania" in the Tyne, a striking illustration of the development of the Parsons Marine Turbine in ten years.

From "Steamship Conquest of the World."

steam on which, after all, steam's rivals have been unable to make any impression. The British ship-owner—and it

"STEAMSHIP CONQUEST OF THE WORLD."

By Frederick A. Talbot.

Illustrations Reproduced by Courtesy of the Publisher, Mr. William Heinemann.

is his attitude which counts—is influenced in disfavour of the oil-engine by two considerations, apart from his native conservatism. The first is the fear that oil might be "cornered," as coal cannot be. That is a consideration that tells against the motor, pure and simple. The second, which affects all the rival agencies, is the perfection of the system for firing steam-



A MARVEL OF MARINE SURGERY: THE STERN AND BOW OF THE SAME VESSEL SEEN SIDE BY SIDE.

The photograph presents the unusual sight of both ends of the same ship being moored side by side and facing in the same direction. On the right is the new forward half of the "Milwaukee" after being launched.—[From "Steamship Conquest of the World."]



AFTER WIND AND SEA HAD WORKED THEIR WILL UPON HER: THE BATTERED DECK OF A DERELICT.

The clean sweep made by the force of wind and wave is strikingly shown in the photograph. The vessel was caught by the United States derelict-destroyer "Seneca," and towed to New York.—[From "Steamship Conquest of the World."]



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Fatigue and weakness grow less every day. Appetite and digestion steadily improve. A good night's rest becomes the rule, instead of the exception. Lost weight is recovered. The eyes are clearer and brighter. You look and feel a new man—and you *are*, not only physically, but mentally, *psychically*—so subtle are the changes wrought by bodily health, and especially the health of the nervous system.

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Instead, there will be a distinct gain in activity, energy, and cheerfulness. You will tackle the day's work with a swing and a relish. And you will experience once more that sense of physical and mental well-being which is so essential to happiness and success in life.

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of the Leeward Islands, who says:

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BISHOP OF SOUTHAMPTON,
one of the most hard-working and
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the eminent authority on Board of
Trade Returns, etc., who writes:

"Sir Thomas Pittar derives constant benefit from Sanatogen. He commenced to use it by his doctor's advice as one of the best remedies for sleeplessness."

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MILNER, BART.,
distinguished in Politics and Sport,
who writes:

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F. Milner

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S. 77.

MUSIC.

ON Wednesday (Jan. 29) Mr. Thomas Beecham will inaugurate at Covent Garden a six-weeks' season of more than ordinary promise and importance. Reference has been made to it in this column already, but the details are now to hand, and they command attention. German opera and Russian ballet are to be the attractions, and throughout the season the note of novelty will be maintained. The Russians are booked for fifteen performances, and will include in these four ballets unseen in England before. Dr. Richard Strauss's operas will be given on fifteen evenings, and, according to present arrangements, the much-discussed Mozartian opera, "Der Rosenkavalier," will be presented eight times. Four performances of "Salomé" and three of "Elektra" complete the Strauss contribution, and for the rest "Die Meistersinger" is to be heard four times and "Tristan" twice. For the "Meistersinger" an entire Bayreuth cast has been engaged; in "Tristan" we are to hear Frau Mottl-Iassbender as Isolde and Herr Knotte in the name-part. Mme. Aino Ackté will be heard in the trying rôle of Salomé. For his singers, Mr. Beecham would appear to have levied contribution upon the leading opera-houses of Germany and Austria-Hungary; he is bringing distinguished men and women from Berlin, Vienna, Buda-

pest, Munich, Stuttgart, and other operatic centres.

No less astonishing than the certain quality of the performances is the modesty of the

THE MANSION HOUSE FANCY DRESS BALL FOR CHILDREN: SOME OF THE LORD MAYOR'S LITTLE GUESTS.

More than a thousand children attended the Lord Mayor's Juvenile Fancy Dress Ball, which was held at the Mansion House on January 10.

Photo, Spraight

A JAPANESE LADY: MISS DORIS EASSON.

Photo, Spraight



Photo, Spraight

A LITTLE DUTCH GIRL: MISS B. HAYES.

prices to subscribers. For the five operas promised, a grand-tier box will cost twenty-five pounds, and a first-tier box no more than ten. For the same performances a stall can be booked for four pounds or three, according to the position; and a front-row balcony stall will cost no more than two. The subscription prices for Russian ballet are still smaller. It is the

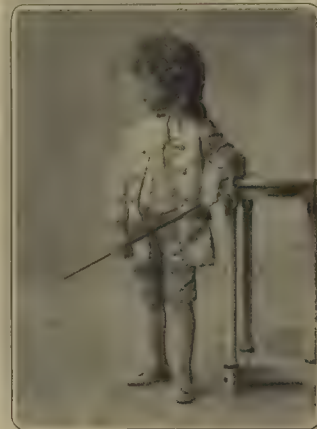
Photo, Lauffer

AMARILLA: MISS G. CURNOCK.

season, which will be interrupted on three Friday nights for Fancy Dress Balls. Whatever the financial result of the venture, music-lovers will be greatly indebted to Mr. Beecham for an undertaking that must involve an enormous amount of hard work, and cannot, under the circumstances, yield much more than an enhanced reputation to the strenuous impresario. We owe to him already much of our acquaintance with modern music, whether the composers be German or British. He has paved the way, faced the initial labour and expense, and helped those who will follow where he alone dared to lead, to obtain some adequate

(Continued overleaf.)

more astonishing that the subscription should rule so low because it is common knowledge that the performing rights of a Strauss opera are very high. Dr. Strauss draws larger royalties than any contemporary musician; he has broken all records. There was some talk, when "Der Rosenkavalier" was first produced a couple of years ago, of a series of performances in London at one of the theatres, and it was stated that the performing rights were fatal to the plan. Dr. Strauss is expected to conduct some performances, including that of "Der Rosenkavalier" on the opening night. Mr. Beecham and Herr Schilling-Ziehmsen will direct the others; and the Beecham Symphony Orchestra, fresh from its Continental triumphs, will play throughout the



Photo, Spraight

A PAGE: MASTER CECIL DONALD.

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[continued] reward of their labour. When the musical history of the opening years of the twentieth century in England comes to be written, the full extent of London's debt to Mr. Beecham will be understood.

Apart from the reopening of the Philharmonic Society's Season, the single event of musical interest in London last week was the appearance of the Portuguese pianist Senhor Vianna da Motta, who gave two recitals at Bechstein's. Senhor da Motta is one of the players whose interpretations command confidence. He has an uncommon control over the piano, and can get more distinct grades of tone from it than many players better known to London are able to obtain. He has, too, a large musical vision, an intuitive sense of a composer's intention, and a fine feeling for rhythm. His performance of the Beethoven Sonata in A flat (Op. 110) was extraordinarily effective, perhaps because it was so sincere. He seems to feel strongly about great music, and to add an intense conviction to technical gifts of high quality.

It is satisfactory to note that the directors of the Scottish Widows' Fund and Life Assurance Society have reported the new Life business for 1912 as £2,704,450, of which £201,000 was re-assured, leaving a net business of £2,503,450. This is the largest amount of business ever transacted by the Society in one year.

Mr. and Mrs. James Buchanan gave a ball at their country house, Lavington Park, Petworth, on Jan. 8, in honour of the début of their only daughter, Miss Catherine Buchanan. About 350 guests were present, but owing to the death of the Duke of Abercorn, which has placed several of the county families in mourning, many of their friends were unable to attend. The beautiful new ball-room which has been recently added to Lavington House was used for the first time, and was much admired.

ART NOTES.

ONCE upon a time the painter travelled here and there in search of a wall; his opportunity came only with the building of a palace or a chapel. He went to the city where the masons' hammers were loudest, for, with a few exceptions, his casual easel-pictures were not wanted. And the sculptor, too, counted on the necessity of civic replanning, on new chapels and new palaces, on gardens

rooms he has never seen. Endless, and any, rooms, for any, and endless, pictures. Such has been the compact between the householder and painter.

The sculptor, on the other hand, has been left out of this utterly undesirable league and covenant. While the painter has been called upon to take the plainness off walls, there has been no sort of general agreement with the sculptor to take the plainness out of corners. The number of picture-dealers and picture exhibitions, as against those of sculpture-dealers and sculpture exhibitions, proves the disparity in the popularity of the two arts. And yet a statuette has a better chance than a painting of being seen in the dim dining-rooms of Lancaster Gate; and the exhibition of statuettes at the Fine Art Society, if it cannot divert the channel of National collecting, serves as some sort of a protest against the great picture monopoly.

The thing that holds the eye among the statuettes in Bond Street is not itself a statuette, nor unfamiliar—it is Rodin's "Man with a Broken Nose." Among the small and slight and weak modelling of the average dryad, its sullen power is terrific. Legros' "Torso" is also shown, with work of Onslow Ford, Alexander Fisher, and many more.

Mr. Shane Leslie has not again contested Londonderry; but he is, at the moment, representing the castles and cathedrals of Spain. His series of papers, covering such old ground as Burgos, Cordoba, and other cities with mighty names, reminds us, by reason of a fresh and active style, how slow we have been to clear our minds of Lewis's chromolithographs and Beckford's letters. Mr. Leslie does much to correct the early Nineteenth Century touch that we had imposed on Spain; he sees it ancient, not antiquated. The things that 1820 admired are now forbidden. Even the sacristan remarked to Mr. Leslie that

[Continued overleaf.]



CANADIAN SCENERY ON THE GRAND TRUNK PACIFIC RAILWAY. ON THE ATHABASCA RIVER AT PRAIRIE CREEK, ALBERTA. Some idea of the grandeur of the scenery through which the Grand Trunk Pacific Railway passes in Western Canada may be obtained from this photograph, taken in a district recently opened up by the line, on the Athabasca River in the province of Alberta. The G.T.P. are now operating a regular passenger and freight service over this route and through the Rocky Mountains.

and courtyards in the making. Painter and sculptor fitted into the old scheme of things. The new scheme of things needs neither; but because all houses have many times four walls, and because it is a modern custom to take the plainness off them as soon as possible, the painter has remained in employment. He works on no plan; nor does his patron engage his services on any. He need travel nowhere; his pictures can go, by post or rail, to

ground as Burgos, Cordoba, and other cities with mighty names, reminds us, by reason of a fresh and active style, how slow we have been to clear our minds of Lewis's chromolithographs and Beckford's letters. Mr. Leslie does much to correct the early Nineteenth Century touch that we had imposed on Spain; he sees it ancient, not antiquated. The things that 1820 admired are now forbidden. Even the sacristan remarked to Mr. Leslie that



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P 247



"Yes, thanks, old man, I've had my bath—and the finest bath I've ever had in my life!

"Not the slightest trace of sore muscles left!

"I found you had

mustard in the bath-room—and I took the liberty of using some. "No—I'd never tried it before. And I never saw Colman's put up that way in those 'bath cartons.' I've read about it in the papers, of course; and lots of the boys have told me that they never take a bath without mustard in the water. But somehow or other I've never thought to order any."

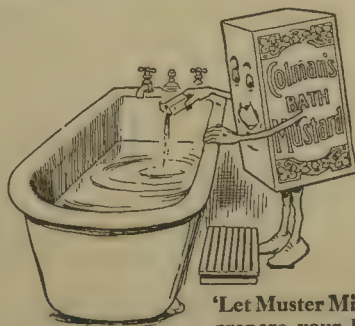
—"Somehow or other never thought to order any!" There, in a sentence, is the reason that so many households are without one of the greatest necessities for health and comfort that exists to-day—Colman's Mustard always in the bath-room. For the bath it is specially packed in bath-sized cartons for your convenience. As a softener of the water alone, mustard is a delight. As a soother and beautifier of the skin, mustard has no rival even amongst bath-preparations sold at fancy prices. As a restorer of nerve force, vigour, and perfectly-balanced circulation of the blood, mustard is a really unique tonic and revivifier.

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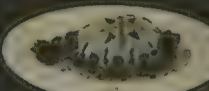


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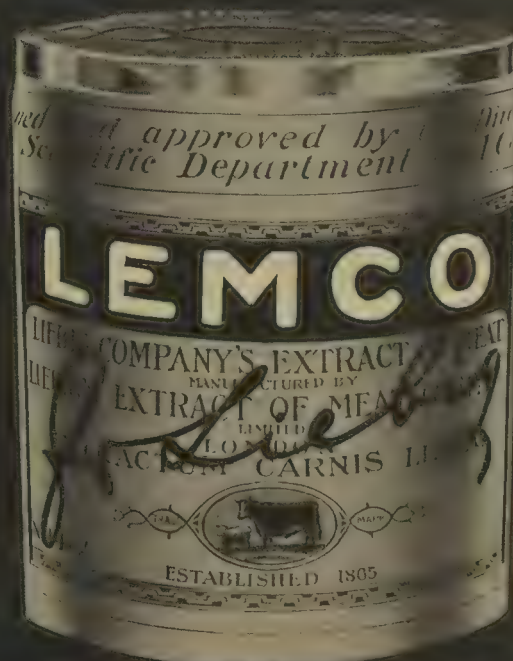


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Continued.) the chapel, in Burgos, dedicated to St. Thecla, was "most depraved."

It is the chapel of the Constables that contains "the effigy of St. Mark, writing his gospel at breakneck speed, with spectacles." But the very modern view is not wholly hostile to the "most depraved," to the spectacles, to Baroque "gilt gingerbread for grown-up children." Ruskin was too crushing; the things he pulled about our ears came down for ever; the gingerbread is in ruins, and even gingerbread may be interesting in that condition. For the sculpture of the true Renaissance Mr. Leslie is enthusiastic: "Spanish carving hovers between the artistic and the miraculous"; and he is the nature!

brother of the mediæval masons. Of the Burgos choir-stalls he writes: "With that strange mediæval familiarity (so distant from modern piety, which labels all humour as displeasing to God) they immortalised the ways and whims of their time in their sanctuary work. The cathedrals

looks as if there is going to be a big trade with New Zealand in butter. The merchants were all very keen on getting all the information they could. At Montreal I was informed by an exporter that no butter was being shipped out of Canada this year, but was being stored for local requirements." Another merchant stated that, in his opinion, Canada's export of cheese would be very small, because of the large number of people going to Alberta and Saskatchewan. These drew the surplus supplies of cheese and butter from the east. Mr. MacEwan, however, said: "I believe that their local trade in butter and cheese is going to increase to such an extent that New Zealand is bound to secure a better market at home on account of the decreased Canadian export of butter and cheese."



THE RELATIVE NAVAL STRENGTH OF FRANCE AND AUSTRIA AND ITALY IN THE MEDITERRANEAN: THE POSITION AS REGARDS ARMoured CRUISERS—NINETEEN FRENCH TO TWELVE AUSTRIAN AND ITALIAN.

As regards armoured cruisers, apart from other types of vessels, France has a superiority at present in the Mediterranean over the two members of the Triple Alliance—Austria-Hungary and Italy—that have fleets in those waters. There are nineteen French armoured cruisers as against twelve of the Allies. As this particular class of war-ship is no longer being constructed by either side, this proportion of armoured cruisers will remain much the same until the type is extinct. Elsewhere in this number we give illustrations showing the relative strength in battle-ships at present and in several years to follow.



FOR NEW DREADNOUGHTS TO BE LAID DOWN BY FRANCE NEXT MAY, AND COMPLETED IN 1916: A DIAGRAM SHOWING A CONTEMPLATED ARRANGEMENT OF THE TWELVE BIG GUNS.

France intends to lay down next May two new Dreadnoughts, known at present as "A 7" and "A 8," to be completed in the autumn of 1916. They will carry twelve guns apiece of 34 c/m. One proposed arrangement of these big guns is shown above—that is, three turrets containing four guns each.

were the homes of the people, and the feeling which now leads men to plaster their walls with prints and pictures from the papers, is answerable for much of the bye-play of church decoration. We have small cause to blame them for occasionally using their cathedrals as scrap-books." E. M.

Some interesting opinions on New Zealand trade with Canada were recently given by Mr. George MacEwan, of the well-known Dunedin firm of butter-merchants, Messrs. J. B. MacEwan and Co., who has returned to Dunedin from a visit to Canada. He was asked recently to detail his impressions of the big Dominion. "As far as Vancouver is concerned," he said, "it



ENABLING THE VESSEL TO FIRE SIX GUNS ASTERN AND SIX FORWARD: AN ALTERNATIVE SCHEME FOR THE DISPOSITION OF THE BIG GUNS ON THE NEW FRENCH DREADNOUGHTS.

An alternative plan for the arrangement of the twelve big guns of 34 c/m on the two new French Dreadnoughts, "A 7" and "A 8," is here illustrated. This plan provides for two turrets with four guns, and two with two guns, so placed that six guns could be fired forward and six astern.

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"Thirty deep inspirations taken every morning in a pure atmosphere will do more for the colour of the cheeks than a tumbler of Chalybeate or a dose of Iron Pills."—NIEMEYER.

"The worst strain of modern city life is not on the Brain but on the Lungs. A large percentage of the Germs of our deadliest diseases will die in from half an hour to two hours in well-lighted, well-ventilated rooms, and nearly all of them perish quickly in direct sunlight and in the open air."—HUTCHINSON.

"Remember that it has now been well proved that this disease (Pneumonia) owes its origin to the Tubercle Bacillus—a germ which is practically universal and ubiquitous, but which is unable to grow or to take root properly unless it can be undisturbed in its quarters for about eleven clear days. Now, what chance has such a germ to settle in the lungs of an individual who at stated times freely admits nearly eight times the normal amount of pure life-giving air, reaching to the farthest recesses of his lungs? Practically none."—A. BRYCE, M.D., D.P.H.



G. B. Cipriani, Fecit.

Engd. by F. Bartolazzi.

WINTER.

"All Nature feels the renovating force of Winter, only to the thoughtless eye in ruin seen."—THOMSON.

"All disease is the same in all parts of the body. Its cause, morbid humour, which obstructs the circulation of the blood and the electricity or motive power of the brain. Its source, Indigestion and Constipation, or the Putrefaction arising therefrom."—W. RUSSELL.

"Recent researches have led to the establishment of the fact, to the satisfaction of the medical profession of the whole civilised world, that the chief cause of the infirmities of old age as well as of a large proportion of the diseases of adult life, is the process known as 'Auto-Intoxication,' or self-poisoning.

"This poisoning of our own bodies is due to putrefaction taking place in the large intestine, which in turn is the result of decomposition of food material set up by germs or microbes, which infest the bowel, and which flourish most where bowel cleanliness least obtains.

"The dual problem therefore of maintaining health and postponing the evils of old age resolves itself into the question as to how intestinal putrefaction may be averted, or prevented, or in other words how the bowel may be kept clean."—CHARLES REINHARDT, M.D.

There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality than

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LADIES' PAGE.

AMONGST the many new privileges of the women of this century is the possibility of travelling abroad alone. Obviously, it has its perils, but substantially they are now no greater than, and no different from, those of men in like case. The chief one is that of being ill in some distant hotel without a friend to struggle for one's necessities, or to relieve the tedium of the imprisonment. This is certainly serious, but may not befall, and it is no more agreeable to a man alone and no worse than to a lady. If the travel be kept within tolerably well-beaten tracks, it is practically safe for a lady to go abroad quite alone, and naturally it is even more so for two going together. Hotel-keepers are long past the least suspicion or surprise at the arrival of an unattended *femme sole* seeking accommodation. In short, there is nothing reasonably to prevent any woman who has enough money, and who wants a winter holiday in more agreeable climes than the British Isles, from just making up her little packet of necessities, the smaller the better, and starting off to seek the Spring. It is quite sad to think of the numbers of "unprotected females" who might enjoy this change to their own delight and advantage except for their needless fears of the vast adventure. I want to hearten some of them up to undertake the enterprise!

Of course, the Riviera, the delicious Midi de la France, takes the first place; it is the most easily and cheaply accessible, either by rail, crossing the Channel and going through Paris, or direct by sea. There are in the Riviera cities glorious sunshine and the agreeable temperature that it brings, an azure sea, well-kept public gardens full of summer flowers, bands in the open air, concerts in the Casino, pretty women in smart frocks! Next in nearness to our islands comes Algiers—bathed in sunshine, almost too hot to sit in the full rays, in our worst months of winter dullness and damp. Then, farther afield, the land of absolute enchantment, Egypt, where the novel modern life and the abundant historical remains combine with unfailing sunshine and warmth to make the days delightful. Or one finds the sun shining in Swiss mountain resorts on a mantle of snow, where many sports prevail. What are untravelled women afraid of that they hesitate to seek the sunshine abroad? Less, I think, of serious dangers of any sort than of the petty complications and difficulties of travel: of being in a land whose language is either unknown or unfamiliar, and having to grapple with the perplexities of changing trains, and encountering hotel-keepers' charges, and porters and cabmen and all the tribe that prey on the traveller. There is much to be said from this point of view for making the journey by sea. One's luggage and self safely bestowed in an English port on board a great liner, one has nothing to do but keep quiet until the destined port is reached, where a helpful polyglot person, interpreter or hotel concierge, can safely be expected to appear and take up the entire burden of the traveller and her luggage. To Algiers there run direct from Southampton, in five days only, the splendidly



FOR EVENING WEAR.

A practical evening wrap of mauve velvet, gracefully draped, trimmed with white fur and gold cords.

equipped great liners of the North German Lloyd, and two days later these same ships reach Genoa, whence a few hours' travel by rail places one at Mentone, Monte Carlo, or Nice. Or several lines run to Marseilles, and the magnificent Orient liners to Toulon, also close by railway to Nice and the other Riviera towns. Then all these great boats go on to Egypt. It is all so simple and easy! And so well worth while!

As to dress, one wants pretty much what is required in spring in England, with special woolly coats and thick short skirts for the Swiss winter sports. For Algiers, Egypt, and the Riviera, one needs only spring-like dresses and hats, with the addition of a warmer wrap and a fur tie for occasional cold winds or for use at sea. On the Riviera, one can be as smart as one likes. Part of its charm is the up-to-date—or rather, advanced—dressing of a section of the visitors. The fashions of the coming spring take an advance airing from the exclusive ateliers of Paris upon the Terrace at Monte Carlo and the Promenade des Anglais at Nice. Already I have seen the Paris millinery that will come over to London as "models" in the spring. Privately, and half as a favour, these same ideas have been produced in Paris show-rooms to tempt customers going South. Very quaint are many of the trimmings, so "fly-away" and whirligig-like. The shapes are mostly compact and small, but on them appear ospreys or made-up wings flying at right-angles like the sails of a windmill, or quaint twists of striped ribbon that remind one of the screws of paper that a lunatic might think to be a coronet. But on the head—the right sort of head—they are charming enough.

For example, imagine the smart effect of a small blue straw shape, made to sit almost upon the eyebrows, the upstanding brim edged with fancy straw of a rich golden tint whilst the crown is encircled by dull yellow ribbon bordered at each edge by a wide line of brilliant gold. Of this ribbon half-a-dozen large loops are constructed that stand out, only very slightly sloping backwards, above the wearer's two ears. Here is another ribbon-bedecked model, weird yet chic. A rose-coloured boat-shaped straw has round the crown a twist of palest green satin ribbon on which rests a narrow wreath of tiny pink and green satin rosebuds. At the rear of this boat-shaped hat, two stiffly wired loops of the ribbon stand out, for all the world like its rudder. Very gay and bright colours are combined to greet the Riviera sunshine. For instance, another green straw, in shape resembling a bee-hive, was bedecked by a pale blue satin ribbon that had borders and floral design of rose-pink. Vivid it sounds—and vivid it was, in sooth! Flame-colour has a very smart effect when worn with a costume of neutral tint, and is being quite a good deal employed on the newest millinery. Thus a tiny black hat was entirely encircled by a flame-coloured leather that divided itself into four at the tip—each end ramping in a different direction. A somewhat larger yellow straw had its crown entirely concealed under a mass of glorious ospreys, white and flame-coloured mingled. FILOMENA.

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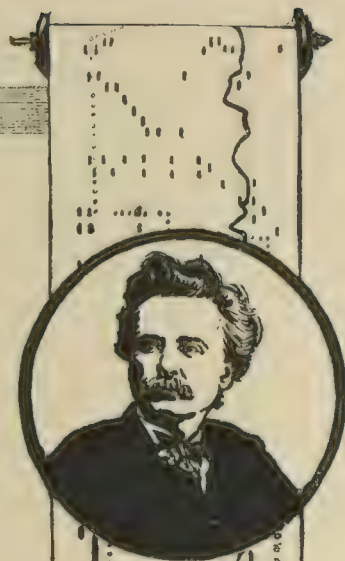
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WILLS AND BEQUESTS.

THE will and codicil of MR. HENRY WALLIS HUNT, of The Elms, Alveyn Park, West Dulwich, who died on Nov. 28, are proved, the value of the property being £311,420. He gives £250 to Arthur B. Mason; £100 to his sister-in-law Mrs. Alker; £100 each to his nieces, Maria Blenkarn, Edith Blenkarn, Lucy Blenkarn, Ethel Hunt, and Marguerite Hunt; an annuity of £200 to his brother Charles Jared Hunt; legacies to servants; and the residue in trust for his children and the issue of any that may be dead.

The will of Mr. JOHN RAINIER McQUEEN, of Brookhouse, Chailey, Sussex, and Braxfield, Lanark, who died on April 17, is proved, the value of the property being £73,750. The testator gives £200 each to the executors; an annuity of £200 to Mary Robertson; his ordinary and preference stock of the London and North Western Railway Company to the Rev. Ernest R. T. Clarkson; his Bank of England stock to Ivan Hamilton Campion; and the residue to Magnus Rainier Robertson.

The will (dated April 4, 1912) of LIEUTENANT-COLONEL ARTHUR MADAN WARDE, of Squerres Court, Westerham, Kent, High Sheriff in 1887, who died on April 21, is proved by the Hon. Anastasia Kathleen Lucia Warde, the widow, the value of the estate being £257,918. The testator gives £500, and while not occupying Squerres Court £500 per annum, to his wife, these bequests to be in addition to her jointure of £1000; £2000 each to his daughters Dorothy Louisa, Blanche Theresa, and Evelyn Victoria, and on the decease of the Hon. Mrs. Warde an annuity of £500 among such of them as may be spinsters. All other his property he settles on his son John Roberts O'Brien Warde.

The will (dated Nov. 18, 1911) of MR. GEORGE AUGUSTUS HODGSON, of Smallwood Manor, Marchington Woodlands, Staffs, who died on Nov. 3, is proved by Ernest Arnold Read and Robert E. Few, the value of the estate being £184,820. His wife being amply provided for, he gives to her £1000, jewels and furniture, 100 dozen of wines, and a motor-car; £200 each to the executors; legacies to servants; and the residue to his sons Arthur Thomas and Roderick Douglas James.

The following important wills have been proved—
Mr. William Tomlinson Page, Greetwell House, Lincoln £123,241
Mr. John Paton, The Wyde, Broughty Ferry, and West Kinloch, Blairgowrie £85,779
Hon. William Arcebeckne Vanneck, The Cupola, Leiston, Suffolk £83,001
Dr. Frederic Bagshawe, 35, Warrior Square, St. Leonards £80,817
Mr. George Jackson Smith, Hangingwater Road, Sheffield £60,222
Mr. Augustus Morton Roberts, Park Road, Southampton £59,705
Mr. James Richard Corbett, More Place, Betchworth, Surrey £59,487

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

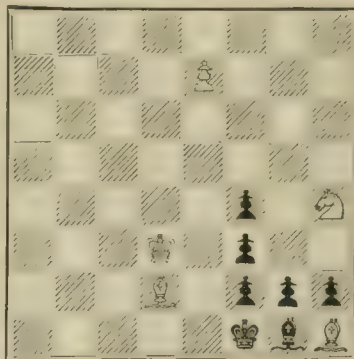
CORRECT SOLUTIONS OF PROBLEM No. 3583 received from P. N. Ranby (Dunfermline, Central India); of No. 3584 from N. Habri (Calcutta) and C. A. M. Penang; of No. 3585 from H. A. Soller (Dunfermline, U.S.A.), J. W. Tooty (Toronto), J. M. A. (Quebec), and F. Baker (Melbourne); of No. 3586 from C. Bascotto (Madrid), J. W. Healy, J. Murray, and F. Baker; of No. 3579 from J. B. Camara, C. Bascotto, and G. J. Rutter; of No. 3580 from H. A. Soller (Dunfermline), G. J. Rutter, Captain Challice (Great Yarmouth), C. A. P. Julia Short (Ketter), Joseph Willcock (Shrewsbury), F. W. Young (Shaftesbury), F. Glanville (High Wycombe), C. J. Mechoh (Egham), and J. Isaacson (Liverpool).

CORRECT SOLUTIONS OF PROBLEM No. 3581 received from G. Stillingfleet (Johnston, Colham), J. Fowler, J. Green (Boulogne), J. Churcher (Southampton), J. East (Leeds), H. Gravel Baldwin, R. W. W. (Gamberbury), W. H. Taylor (Westcliff-on-Sea), A. W. Hamilton-Gell (Windsor), G. Bakker (Rotterdam), J. Cohn (Berlin), A. Kenworthy (Hastings), W. Best (Dorchester), J. C. Stackhouse (Torquay), J. Gamble (Belfast), H. F. Deakin (Fulwood), and P. Warren (Derby).

SOLUTION OF PROBLEM No. 3580.—By E. J. WINTER-WOOD.
No. 1. B to Kt 6th, No. 2. K to R 7th, No. 3. B to B sq, No. 4. R to R 2nd.

PROBLEM No. 3583.—By J. PAUL TAYLOR.

BLACK.



WHITE.

White to play, and mate in three moves

CHESS IN ENGLAND.

Game played in the Major Open Tournament of the British Chess Federation at Richmond, between Messrs. G. SHORRIS and A. LOUIS.

(Sicilian Defence.)

WHITE (Mr. S.)	BLACK (Mr. L.)	WHITE (Mr. S.)	BLACK (Mr. L.)
1. P to K 4th	P to Q 4th	12. P to K R 4th	P to K B 4th
2. Kt to K B 3rd	Kt to Q B 3rd	13. B to B 4th (ch)	K to R sq
3. P to Q 4th	P takes P	14. P to K 5th	Kt to K 4th
4. Kt takes P	Kt to B 3rd	15. P takes P	Kt takes P
5. Kt to Q B 3rd	P to Q 3rd	16. Q to K 2nd	Kt to K 4th
6. B to K 2nd	P to K 4th	17. R takes P (ch)	Resigns
7. B to K 3rd	B to K 2nd		
8. Q to Q 2nd	P to Q 2nd		
9. P to K R 3rd	P to Q R 3rd		
10. P to K Kt 4th	Castles		
11. P to Kt 5th	Kt to K sq		

To an inferior position in the opening Black added the blunder of his tenth move which, in face of the gathering attack, was to court disaster. White's play from that point onward left nothing to chance, and the final stroke was as pretty as decisive.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. E. SCAMP and G. A. THOMAS.

(Queen's Pawn Game.)

WHITE (Mr. S.)	BLACK (Mr. T.)	WHITE (Mr. S.)	BLACK (Mr. T.)
1. P to Q 4th	P to Q 4th	12. Q to Q sq	B to K 3rd
2. P to Q B 4th	P to K 3rd	13. B to Kt 5th	B to K 2nd
3. Kt to Q B 3rd	P to Q B 4th	14. P to B 4th	B to B 4th
4. B takes P	K P takes P	15. R to B sq	Kt to K 5th
5. Kt to K B 3rd	Kt to Q B 3rd	16. Q to K 4th (ch)	P to Kt 4th
6. B to B 4th	Kt to B 3rd	17. Q takes Kt	P to B 3rd
7. P to K 3rd	B to K 3rd		
8. B to K 2nd	P to B 4th		
9. Castles	P to Q R 3rd		
10. K to K 4th	R to B sq		
11. Q to B 2nd	Kt to Q Kt 5th		

White resigns. Up to his fifteenth move White had a very fair game. His sixteenth, however, was fatal. Had he played 16. B takes B, Q takes B, 17. P to Q R 3rd, he would be quite safe. The Queen is very neatly trapped at the last.

The *Pittsburg Gazette Times* announces a problem tournament in memory of Sam Loyd. A composer may enter six problems in from two to five moves, but they will all be judged in one class. The judges are Mr. A. C. White and Mr. Marble Murray. All entries must be postmarked not later than July 31, 1913.

Another of those encyclopaedic productions of the authors who, unlike Alexander, seem always able to find a new chess world to conquer, appears in "The Theory of Pawn Promotion," by Alain C. White (Office of Chess Amateur, Stroud). What will remain to be said of the problem art when Mr. White has finished with it may open a vast field of conjecture to a fertile imagination, but to us the prospect is an utterly blank one. He literally will speak the last word on the subject. The matter of the book, however, is a fascinating one, for nothing lends itself more to the ingenuity of the composer than the skillful use of a promoted Pawn. Probably, however, Mr. Hoeg, in the following problem, has reached finality in this particular branch of the art, for nothing, we consider, can go beyond what he has achieved. White: K at Q Kt 3rd, B at Q 4th, R at Q R 7th, Ps at Q 3rd, K B 3rd, 4th, and 6th, and K Kt 6th. Black: K at K 3rd, Ps at K 4th, Q 4th, and B 4th. White mates in three.

That the Paris and London services by the Newhaven and Dieppe route are now so punctual is evidence of a marked improvement effected by the Brighton Railway and the Western State Railways of France, and is due in some measure to the recent introduction of two 24-knot steamers that cross the Channel in 2½ hours. Considerable publicity was given to the delays which occurred on the French State Railway shortly after the Administration absorbed the old Western Railway of France, and before the new management had time to promote a higher discipline or to improve their permanent way, toward which the French Government voted large credits. The travelling public will therefore appreciate these excellent improvements.

Whitehall is a place of many historic associations, and these have been most pleasantly set forth in a little illustrated book entitled "The Story of Old Whitehall," with a note on the Whitehall Rooms and the Hotel Metropole, published from the offices of the Gordon Hotels, Ltd., at 2, Adelphi Terrace. Copies may be obtained there or at the Hotel Metropole. The letterpress is the work of Mr. Austin Brereton, a well-known authority on the history and topography of that part of London. He is the author of "The Literary History of the Adelphi," "Shakespearean Scenes and Characters," and "The Life of Henry Irving." He mentions in his preface that he has brought to light for the first time Shakespeare's intimate association with the Court of Whitehall. The book is well illustrated with numerous reproductions of old prints and portraits, and some modern photographs.

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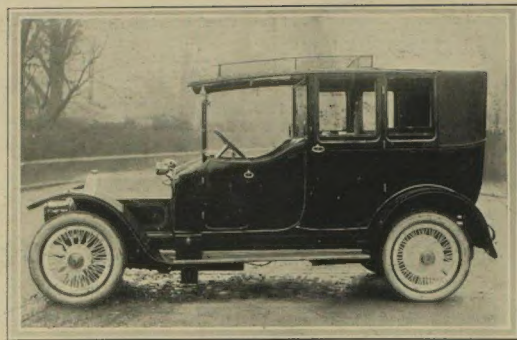
"Is the Royal Automobile Club losing its hold upon motorists?" That is the plain question put by the *Motor* to those whom it concerns—and I am afraid the answer must be an affirmative one. Things have happened during the year that has just ended which have undoubtedly shaken the confidence of a very large proportion of that section of the motoring community which takes a live interest in the affairs of automobilism, and it would not astonish me at all if the present year were to see a reflex of the dissatisfaction, which undoubtedly

highly controversial tyre test, in which the Club first accepted an entry, and then declined it, as a result, it is alleged, of trade pressure—which has never been effectively denied. Now, in my opinion, the Club was absolutely right in declining to conduct the trial in question, but it must surely have been obvious from the start that the condition proposed were not such as it could, in fairness to third parties concerned, have anything to do with; and therefore the acceptance of the entry, its final refusal, and the lame and unconvincing "explanation" vouchsafed later were a series of blunders which ought not to have been committed, or, having once been perpetrated, should not have been persisted in. The net result of the whole thing has been that no one is satisfied, a great many are saying most unkind things of the Club, and, frankly, the episode has left a very nasty taste behind it. And the worst of it is that the matter is not closed yet. A definite challenge has been made to the Club—which has so far taken no notice—that certainly must be answered one way or another, if the R.A.C. is to retain any prestige at all as an impartial body.

Provincial Club Relations.

and its Associated organisations, and indicated that there were signs of incipient trouble. Since then the uneasy feeling has been accentuated, and although I am quite prepared to meet with con-

tradition, I am confident that matters are ripening for a serious schism in the provincial ranks. As to the causes which underlie the unrest, I need not enter into them now, inasmuch as I dealt with them pretty fully in the article to which reference



WITH MAYTHORN COACHWORK: A 30-H.P. FOUR-CYLINDER LANCIA THREE-QUARTER LANDAULETTE.

The inside is upholstered in grey cloth with silk faces. The car is painted black with white lines on mouldings, while the wheels are white with black fine lines. The bodywork was done by Maythorn and Son, of Biggleswade, for Messrs. W. L. Stewart and Co., of Albemarle Street.

has been made. What is likely to be the result is of more moment than the actual causes. It is a fairly open secret that a powerful section of the R.A.C. committee would be glad to be rid of the associated clubs, so that the parent

(Continued overleaf.)

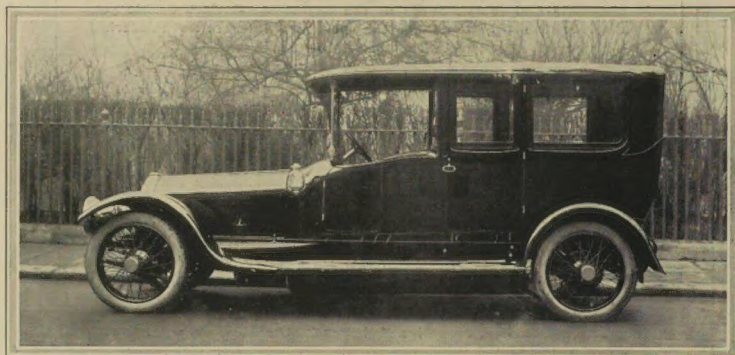


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exists, taking the shape of the formation of yet another association whose ostensible purpose it would be to conserve the interests of the private owner alone. Indeed, I will go farther and say that I shall be surprised if something of the sort does not happen, and that before many months of the year have elapsed.

As to the causes which have led up to this deplorable state of the relations between the Club and the motorist, in the first place it has long been evident that trade interests have been at the back of many decisions at which the Club has arrived, and this has, perhaps naturally, caused a growth of the suspicion that the Club is dominated entirely by those interests. There is the matter of the



Photo, Tella.

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The bodywork was constructed at Sir W. G. Armstrong-Whitworth and Co.'s Manchester Coach Works, and is on very pleasing lines, with a large window. The inside is luxuriously fitted, and has three electric lights and a telephone to the driver. The step-mats are neatly sunk into the running boards.



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The neglect of a little supervision in the matter of the Children's Bath is often attended by unpleasant and sometimes serious consequences. If a common soap is permitted to be used, the texture of the children's skin is gradually coarsened and rendered unhealthy. In fact, many ailments are directly due to the caustic and other injurious ingredients which are contained in inferior soaps. If mothers would see that only

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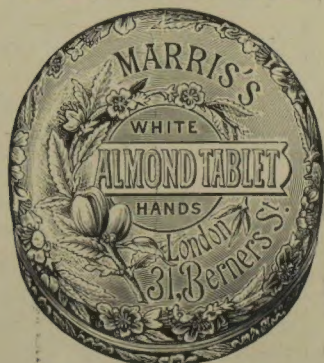
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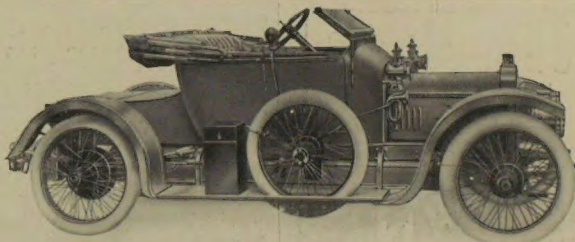
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(Continued)

body might settle down into a quiet existence as the most palatial social club in the world, and to the organisation of the few trials and races which are all that is left of the sporting side of automobilism as represented by the R.A.C. It has been suggested in a responsible quarter that the existing affiliation agreements should be torn up and a fresh start made. If the R.A.C. really wishes to terminate the existence of the Associate scheme as it affects the provincial clubs, it could hardly do better, for of this I am certain: that the moment these agreements are determined, then good-bye to the scheme as an organised entity. I know what I am saying when I put it that a fair proportion of the clubs are simply held to the parent body by a weak tie of lukewarm loyalty, born of old association, and that were the R.A.C. to give notice that the existing arrangement was to end, with the object of placing matters on a different basis, these clubs would accept the situation as far as the termination of their present arrangements and no farther. Supposing that the R.A.C. did take this proposed action, then it is sufficiently obvious that here at once is the opportunity, all ready made, for the formation of another association on the lines I have indicated earlier in this article. Does the R.A.C. desire to precipitate this? Personally, I do not think the Club cares the proverbial two straws.

A Batch of Grievances.

There are other matters affecting the private motorist in which the latter feels that he has ground for complaint against the Club: taxation and its uneven incidence; the matter of the Petrol Committee, which appears to have ended in futility, through no fault of the Club; the price of petrol, which again the Club cannot control; and the National Council of Automobilism, which the Club's impossible attitude in the matter of representation of the bodies composing it made ineffective. With the exception of the last-named, I cannot see what there is of blame to be laid at the R.A.C. door, but the fact seems to be that the Club has blundered so badly in one or two directions that it is now saddled with the onus of everything adversely affecting the motorist. Now, it predicates a very unhealthy state of things when an organisation like the Royal Automobile Club is persistently stoned for faults which are not of its own commission and which are entirely beyond its control. It argues that there is a want of sympathy between that body and those with whose interests it is presumably concerned. That, precisely, sums up the whole situation—there is an entire want of sympathy between the Club and the motorist at large. Why things should be out of gear in this way I do not pretend to know, but that the fact is as I have stated cannot be disputed.

Benzol Tests to be Carried Out.

A joint committee of the R.A.C., the A.A., and the S.M.M.T., is to be formed in order to go into the questions affecting benzol and its supply, and it is understood that, in all probability, tests of this fuel will be carried out under the direction of the committee.

W. WHITTALL.

BOOKS OF REFERENCE.

AMONG the many books of reference that are issued annually at the turn of the year, none is of more general utility than the "Post Office London Directory, with County Suburbs," the 1913 edition of which has been published by Kelly's Directories, Ltd. The volume is so well known that we need hardly enumerate its contents. It forms a complete directory of the City and County of London, corrected down to the latest possible moment. The unceasing expansion of the metropolis is indicated by the fact that the book contains forty more pages than did last year's edition.

That "no woman who takes any part in public or social life can afford to be without it" is a claim made by the editor of "The Englishwoman's Year-Book" (A. and C. Black), and one which few will be inclined to dispute. It might be added that the volume should be extremely useful also in private life, especially to girls choosing a profession and to parents and guardians who have girls to educate or start in life. The book gives useful information on every department of women's activities.

It would be impossible to exaggerate the usefulness of "The Writers' and Artists' Year-Book" (A. and C. Black) not only to aspirants after journalistic success, but to authors and artists of experience. To the tyro, of course, it is indispensable, and all editors would rejoice if it were universally used, and thus saved them from the toil of considering unsuitable contributions.

"Kelly's Handbook to the Titled, Landed, and Official Classes," of which the 1913 edition has now appeared, is an extremely useful book of reference. Arranged as it is in a single alphabetical list, it renders the task of tracing the desired individual as easy as possible. It includes not only persons of rank and title, but the holders of all sorts of public offices, and also landowners and occupants of the chief county seats. As many of these latter do not come within the scope of a "peerage," their inclusion in the handbook gives it a distinctive value.

"Who's Who in Science" (J. A. Churchill) is the name of a very useful work of reference, which is international in its scope. It is edited by Mr. H. H. Stephenson. In addition to the biographies and the lists of names classified under countries and subjects, there is a section on the universities of the world, naming the senior professors. A new feature in the year's issue is a section on scientific societies, giving names and addresses and titles of their publications.

There are several improvements in the "Catholic Directory" for 1913 (Burns and Oates), which should increase its usefulness. Great pains have been taken, for example, to give accurate statistics of the Catholic population of the British Empire. For the benefit of Catholics not resident in London, a map of the County of London has been introduced, showing the position of all the Catholic churches. The addresses of the twenty-eight Cardinals "in Curia" are now given for the first time. In other respects the directory retains its familiar features.

Much information useful to advertisers is to be found in the 1913 edition of "Practical Advertising," issued by Messrs. Mather and Crowther, of New Bridge Street, London, E.C. It gives particulars of papers and periodicals published in all parts of the British Empire, including, in most cases, the scale for trade advertisements. The book also contains a list of bill-posters in the United Kingdom.


"Books That Count" (A. and C. Black), a new work of reference, should certainly prove useful to the reader who wishes to be guided to trustworthy authorities on a given subject. It has been edited by Mr. W. Forbes Gray, and forms a dictionary of standard books in English, classified under fourteen different branches of knowledge, with an index of authors and an index of titles. Some 3500 books in all are mentioned, with brief particulars of their scope. The work is planned on popular lines—that is, it is meant to help the ordinary reader and the young student rather than the scholar and the specialist.

"Willing's Press Guide" attains its fortieth year with the new edition for 1913. It is a concise and useful index to the Press of the United Kingdom, and gives lists of the chief colonial and foreign journals.

With the number for January 1913, the *Pall Mall Magazine* enters on a fresh chapter of its existence under the auspices of its new proprietors, Messrs. Liffie, and it makes an excellent start. Both letterpress and illustrations are of high quality. The literary matter consists partly of articles by well-known writers on current topics, and partly of fiction, including the opening chapter of a serial, "The Secret," by Frank Savile. The illustrations to the latter, among which is an admirable frontispiece in colour, are by Cyrus Cuneo, whose work is well known to readers of this paper.

Several events combined to render the year 1912 a memorable one in Egypt and the Sudan, above all the visit of the King and Queen, and also the consecration of the new cathedral at Khartoum by the Bishop of London. The records, literary and pictorial, of these occasions lend especial interest to various publications which have been published by the *African World*. They comprise "A Royal Visit to the Sudan" (a souvenir number of the *African World*), the "Egypt and Sudan Annual," a useful handbook entitled "Fascinating Egypt and Sudan Guide," and a "Tourist Map of the Anglo-African Nile." The first three are very copiously and excellently illustrated.

We have received from Herr Dietrich Reimer (Ernst Vohsen) of 29, Wilhelmstrasse, Berlin S.W. 48, Part 8 of an Atlas of German Colonial Possessions entitled "Grosser Deutscher Kolonialatlas," arranged by Paul Sprigge and Max Moisel, and published on behalf of the Imperial Colonial Office. Part 8 contains two maps of the Cameroons district—the sections of Mbaiki and Bonga, and one of German East Africa—the section of Muansa, together with an index of names in German East Africa. The maps, which are on large loose sheets in paper covers, are very clearly printed. The complete atlas should be a very useful work.



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